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PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

2007 ANNUAL REPORT

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PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

2007 ANNUAL REPORT

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Executive Coordinator
Pacific States/British Columbia Oil Spill Task Force

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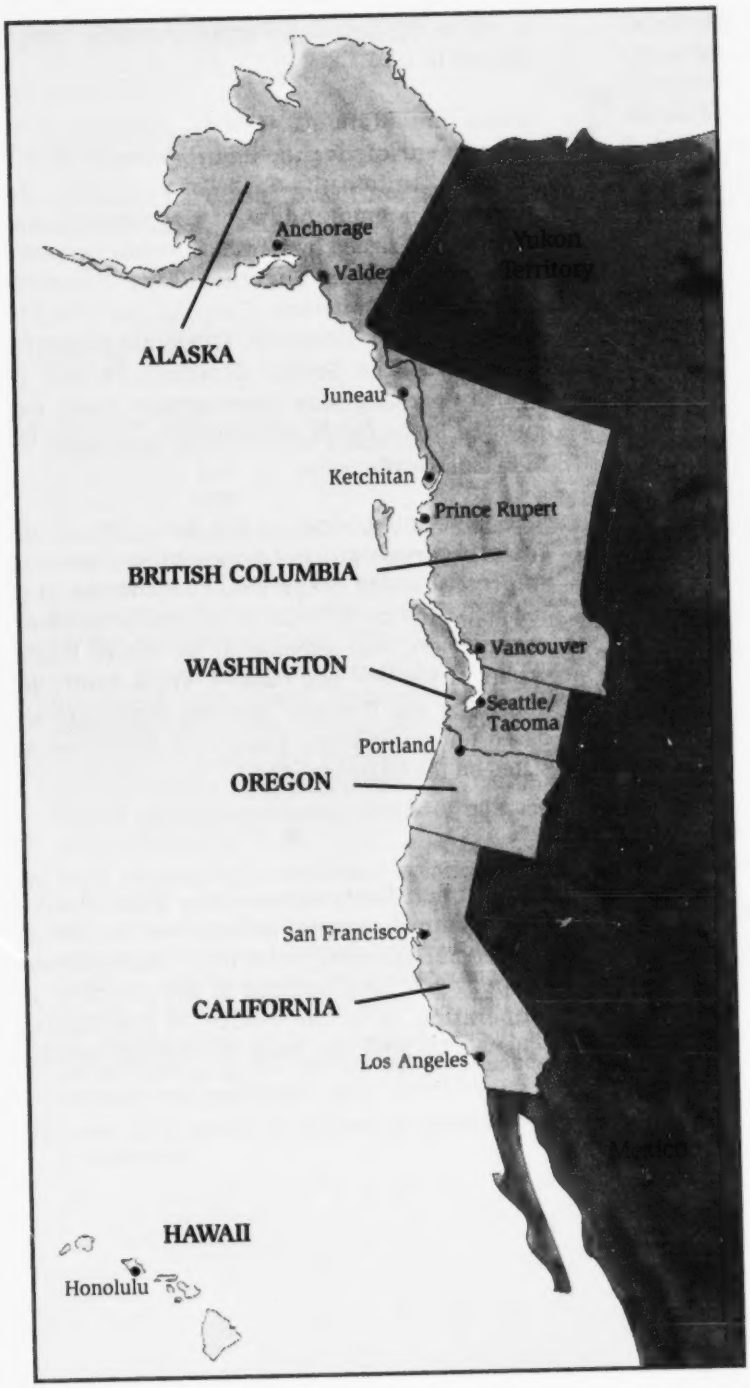

The states of Alaska, Washington, Oregon, California, and Hawaii have joined with the Province of British Columbia in order to combine resources and coordinate efforts to protect their shared waters and 56,660 miles of sensitive coastlines from the devastating impacts of oil spills.

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This Annual Report of the Pacific States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, Hawaii, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member agencies from July 2006 through June 2007.

The States/British Columbia Oil Spill Task Force was established by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the barge *Nestucca*, which spilled oil impacting the coasts of Washington and British Columbia in December of 1988. The second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal vessel traffic, the need for cooperation across shared borders, and a shared commitment among West Coast citizens of both the US and Canada to protect their unique marine resources.

The Oil Spill Task Force produced a report in October of 1990 that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs. They are also reflected in the U.S. Federal Oil Pollution Act passed in 1990 (OPA '90), as well as the Canadian Shipping Act Amendments adopted in 1993.

When the State of Hawaii authorized its Department of Health, Environmental Health Division, to join the Task Force in 2001, the governing Memorandum of Cooperation was updated and signed by Hawaii Governor Benjamin Cayetano, Alaska Governor Tony Knowles, Washington Governor Gary Locke, Oregon Governor John Kitzhaber, California Governor Gray Davis, and Gordon Campbell, Premier of British Columbia. The organization's name was changed to the *Pacific* States/British Columbia Oil Spill Task Force.

The continuing focus of the Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating regional projects to improve oil spill prevention, preparedness, and response in the shared Pacific waters of the U.S. and Canada. These efforts are guided by our five-year Strategic Plans and are based on our Mission, Goals, and Objectives as stated on the following page.

■

This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with the Pacific States/British Columbia Oil Spill Task Force or a member agency.

Long Term Vision Statement:

No Spilled Oil.

Mission Statement:

The mission of the Oil Spill Task Force is to strengthen state and Provincial abilities to prevent, prepare for, and respond to oil spills.

Ongoing Goals:

To prevent both large oil spills that cause catastrophic impacts in the waters of our member jurisdictions and the cumulative impacts of chronic small spills;

To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and "products";

To clarify the roles and responsibilities of state, provincial, and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts;

To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration;

To work cooperatively with federal agencies, vessel and facility operators, the oil industry, response contractors, public interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change;

To educate the public on the impacts of oil spills and issues relating to spill prevention, preparedness, response, and restoration; and

To serve as a model of regional cooperation and coordination.

Objectives:

Spill Prevention: To prevent oil spills from vessels, pipelines, facilities, vehicles and railroads through development and implementation of regulatory and public/private partnerships.

Spill Preparedness and Response: To enhance oil spill preparedness and response capabilities in U.S. and Canadian Pacific coastal areas.

Communications: To continuously improve communications within the Task Force as well as with key stakeholders and the general public, and to maintain a high level of public and stakeholder involvement in Task Force activities.

Task Force Members

Lisa Curtis (2005-2007)
Administrator, Office of Spill Prevention and Response, California Department of Fish and Game

Larry Hartig (2007)
Commissioner, Alaska Department of Environmental Conservation

Laurence Lau (2003-2007)
Deputy Director for Environmental Health, Hawaii Department of Health

Jay Manning (2001-2007)
Director, Washington Department of Ecology

Dick Pedersen (2007)
Deputy Director, Oregon Department of Environmental Quality

Joan Hesketh (2007)
Deputy Minister, British Columbia Ministry of Environment

Coordinating Committee Members:

Larry Dietrick (1999-2007)
Alaska Department of Environmental Conservation

Graham Knox (2006-2007)
British Columbia Ministry of Environment

Curtis Martin (2001-2007)
Hawaii Department of Health

Steve Sawyer (2006-2007)
Office of Spill Prevention and Response, California Department of Fish and Game

Jon Neel (1989-1998, 2005-2007)
Washington Department of Ecology

Mike Zollitsch (1997-2007)
Oregon Department of Environmental Quality

Executive Coordinator:

Jean Cameron (1993-2007)
Pacific States/British Columbia Oil Spill Task Force

Dear Reader,

Stepping back for the long view, I realize that the Pacific States/British Columbia Oil Spill Task Force can claim a number of accomplishments this past year, although our projects are always a work in progress! Highlights include:

- *We updated our Data Dictionary, and with five years' of data, took a look at spill trends;*
- *That data indicates that pipelines continue to be a major spill source, so our ongoing efforts to improve our understanding of pipeline operations and regulations are on the mark;*
- *We're analyzing the implementation status of the West Coast Offshore Vessel Traffic Risk Management Project Workgroup's 2002 recommendations, and inviting review and comment from the original workgroup members or their replacements – more than thirty stakeholders altogether. The final report will be presented at the Clean Pacific Conference this fall.*
- *Several of our member agencies are acquiring oil spill detection capabilities to improve low-visibility response operations, and with our encouragement, the U.S. Coast Guard has contracted for satellite surveillance to spot illegal oil dumping offshore;*
- *We sponsored a workshop focused on Places of Refuge decision-making in the ICS context as well as how to inventory Potential Places of Refuge. We note that the U.S. Coast Guard has issued guidance on Places of Refuge decision-making, as has the U.S. National Response Team; both incorporate and build on the Task Force/USCG Pacific Area Places of Refuge Guidelines. Transport Canada's National Places of Refuge Contingency Plan, which is also based on the IMO guidelines, is consistent as well;*
- *Under the leadership of the Alaska Department of Environmental Conservation, the Task Force member agencies tested our 1993 Mutual Aid Plan and identified a number of ways to update it;*
- *And we've been busy preparing for our first Clean Pacific Conference this September 13-14 in Seattle. Under the professional guidance of the TradeFair Group, the Task Force Member agencies are serving as hosts for this inaugural event. Over forty enthusiastic stakeholders are working with us to plan the event!*

These are just a few of the many projects ongoing under the Task Force umbrella. And none of this work would be possible without the commitment of the States of Alaska, Washington, Oregon, California, and Hawaii, and the Province of British Columbia to the opportunities for collaboration and cooperation which the Oil Spill Task Force embodies. We welcome Larry Hartig and Dick Pedersen, our new Task Force Members from Alaska and Oregon, respectively. We also welcome Steve Sawyer, who hit the ground running as California's new Coordinating Committee member.

In addition, the Task Force benefits from many years of experience accrued by several of our Coordinating Committee members. Mike Zollitsch of Oregon has served on the Coordinating Committee for ten years, Larry Dietrick from Alaska for eight, and Curtis Martin of Hawaii for six years. Jon Neel from Washington has served a total of 13 years on the Coordinating Committee in two segments.

It's a great team, and I'm proud to be part of it. I'm also proud of the fact that you, as an interested stakeholder, have many opportunities to participate as well. I encourage you to read the following Annual Report and check our website at www.oilspilltaskforce.org *for more details on our member agencies' activities as well as our collective efforts to maintain a "Clean Pacific."*

Sincerely,

Jean R. Cameron

Jean R. Cameron
Executive Coordinator

SPILL PREVENTION PROJECTS:

THE DATABASE PROJECT

The Task Force's regional oil spill database débuted in 2003. Each subsequent year our Annual Report has included a compilation and analysis of regional data from the prior year. Our ongoing goal is continuous improvement of this database in order to provide information on spill trends and causal factors; this allows us to better target our spill prevention efforts. FYI, spill data from 2002 – 2005 is available in the Annual Reports on the Task Force website at www.oilspilltaskforce.org.

The Database Workgroup is chaired by Camille Stevens of the Alaska Department of Environmental Conservation. Other members include Cathy Conway and Spencer Ung of the California Office of Spill Prevention and Response, Mike Zollitsch of the Oregon Department of Environmental Quality, Marcia Mealey and Curtis Martin of the Hawaii Office of Hazard Evaluation and Emergency Response, and Jack Barfield of the Washington Department of Ecology. The British Columbia Ministry of Environment is developing a spill database and plans to join the Task Force project as soon as possible.

The Database Workgroup endeavors to refine data submittals consistent with the Task Force Data Dictionary, with particular emphasis on reducing the amount of data categorized as "other" or "unknown" to no more than 5% in any category. It is an ongoing challenge to refine information entered into the database to a level of specificity that supports effective analysis while also conforming to the varied collection capabilities of member agencies.

Jack Barfield, retiring Workgroup Chair, led a project this fall to update the Data Dictionary based on our five years of experience using it to promote consistent data reporting. With Data Workgroup input, a final draft was approved and submitted to all member agencies in February, 2007 as a guideline for upgrading their own databases. This revised Data Dictionary is available on our website.

One way in which we promote consistent application of the Data Dictionary among our member agencies is to sponsor an Accident Investigation course every other year. The course, taught by Det Norske Veritas, has been refined and enhanced over more than two decades by loss management experts. Investigators are trained to systematically evaluate and analyze information and data in order to determine the root causes and contributing factors that lead to near-misses, incidents, accidents, and/or spills. Determining root causes and contributing factors is essential to the development of effective prevention and enforcement. The 2007 course was again hosted by OSPR; a total of fifteen persons from OSPR, Ecology, Oregon DEQ, Alaska DEC, and California State Lands Division attended the event. The next Investigator Training event will be held in 2009.

The 2006 data is shown on the following pages. Highlights include:

- More crude was spilled than in the past four years; of the 2006 volume, 50% was crude oil.
- Pipelines and facilities were the primary sources of the crude oil spilled. Causes were 81% equipment failure, of which 79% was structural failure (the North Slope spills).
- Regarding non-crude spills, we recorded 300,000 gallons more than in 2005; this may be due to the land spill data now coming from California. Of the non-crude spills,
  - Diesel was the primary product spilled;
  - Primary sources were facilities, vehicles, and pipelines. Among facilities, commercial/industrial continues to be the primary source. Among vehicles, trucks are the primary source; and
  - Combined, Equipment Failure and Human Error accounted for 90% of the causes, while 31% of the Human Error events were due to inattention.

The 2002-2006 data provides us with an opportunity to look at 5-year trends, which is also shown in this report. Please note, however, that this trend data is somewhat skewed by the fact that California was not including inland spills at the same reporting threshold as other member agencies until this year. Here are the 5-year highlights:

- 3,776 oil spill events were recorded in our Task Force database over the past five years, for a total volume of more than 3 million gallons (NOTE: our reporting threshold is one barrel, or 55 gallons);
- Facilities and pipelines are the primary sources for crude oil spills; facilities, pipelines, and vehicles were the primary

sources for non-crude spills;

- Crude oil represented only 8% of the number of releases, but is 24% of the total volume spilled;
- Diesel and bunker oil were the primary non-crude products spilled;
- The number and volume of spills jumps dramatically in 2006, due in large part to the fact that California is now reporting all spills, including those to land, combined with the large release in Alaska in 2006.
- Equipment failure shows as the primary cause of crude oil spills over the past five years, while Human Error is the primary cause of non-crude spills.

Our database is created and maintained for information purposes only. The data represents the respective agencies' best information at the time it was entered into the database. Recorded quantities are often under-reported. Each agency that assists in the creation and maintenance of the Task Force database in no way guarantees the accuracy of the information and no guarantee of accuracy shall be expressed or implied.

PIPLINE SPILL PREVENTION

Pipelines were the source of 23% of the 2006 non-crude oil spills recorded in the Task Force Database, and the source of 50% of the crude oil spills. Our 2002-2006 trend data indicates that pipelines were the source for 28% of the spill volume for that 5-year period. These statistics support the need for our focus on preventing spills from pipelines, as well as improving preparedness and response strategies for this source.

Our pipeline project this year has had three elements: 1) to compile a table comparing state, provincial, and federal pipeline regulations; 2) to report on the status of Geographic Response Plans for pipelines in our member jurisdictions; and 3) to host a roundtable discussion on pipeline spills.

Pipeline experts in our member agencies worked with the Executive Coordinator to draft a questionnaire which was sent to state, provincial, and U.S. and Canadian federal agencies with responsibility to regulate hazardous liquid pipelines. The process of compiling the replies is ongoing. The Executive Coordinator attended the Banff/2007 Pipeline Workshop on Managing Pipeline Integrity in order to gain a better understanding of current spill prevention programs and technologies.

All U.S. member agencies have provided information on the Geographic Response Plans (GRPs) for pipeline segments in their jurisdictions. After review, our conclusion was that no jurisdiction has GRPs for all pipeline segments. There are two primary reasons for this:

1. Contingency and area planning authority may only apply to operations likely to impact marine waters, thus leaving gaps for inland areas; and

2. Area contingency planners generally develop GRPs only where sensitive sites have been identified, so if a pipeline does not run through a sensitive site, there may not be a GRP for that segment.

Geographic Response Plans are tied to contingency plans, which are not formally required by the British Columbia Ministry of Environment. However, the National Energy Board of Canada requires corporate emergency plans for entire pipelines; these can include response strategies specific to all pipeline segments.

The Task Force sponsored a Roundtable on April 24, 2007 titled "Improving Oil Pipeline Spill Prevention, Preparedness, and Response." Held in Portland, Oregon, this event was open to the public; 55 people participated. Speakers addressing this topic represented the Washington State Citizen's Committee on Pipeline Safety, the California Fire Marshall's Office, the Washington Utilities and Transportation Commission, the Alaska Department of Environmental Conservation, the Washington Department of Ecology, U.S. EPA, U.S. Minerals Management Service, the California State Lands Commission, the National Energy Board of Canada, the Canadian Pipeline Association, the American Petroleum Institute and the American Oil Pipeline Association, Olympic Pipeline Company, ConocoPhilips Transportation, Alyeska Pipeline Service Company, and Kinder Morgan Energy Partners. Summary notes of this Roundtable will be posted on www.oilspilltaskforce.org.

continued on page 23

2006 ANNUAL SUMMARY OF SPILLS

- A total of 1,487 releases occurred during 2006, with a total volume exceeding 1 million gallons.
- 84% of the total number of releases were non-crude oil.
- Crude oil represented approximately 16% of the total number of spills and approximately 50% of total volume. A single 267,000 gallon crude oil release in Alaska comprised 45% of total volume of crude oil released.
- Eighteen (18) releases exceeded 10,000 gallons, including 8 crude oil spills and 10 non-crude oil spills. Only two of the 18 releases were to water. The most common sources were Pipelines (8 spills) and Facilities (8 spills).

SUMMARY OF RELEASES BY PRODUCT (2006)

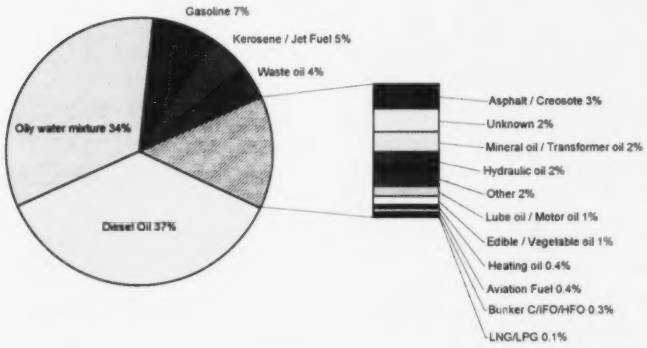
PRODUCT	COUNT	GALLONS
Crude Oil	243	589,907
Diesel Oil	703	216,141
Oily water mixture	62	198,752
Gasoline	58	44,144
Kerosene/Jet Fuel	31	30,827
Waste oil	42	23,766
Asphalt/Creosote	13	15,651
Unknown	16	14,279
Mineral Oil/Transformer Oil	131	12,575
Hydraulic Oil	92	10,822
Other	14	10,009
Lube oil/Motor oil	49	6,168
Edible/Vegetable oil	2	5,200
Heating Oil	9	2,335
Aviation Fuel	11	2,248
Bunker C/IFO/HFO	9	1,957
LNG/LPG	2	450
TOTAL	**1,487**	**1,185,231**

SPILLS GREATER THAN 10,000 GALLONS (2006)

PRODUCT	VOL.	STATE	DATE	SOURCE TYPE	CAUSE TYPE	MEDIUM
Crude Oil	267,000	AK	3/2/06	Pipeline	Equipment Failure	Land
Oily water mixture	37,306	CA	11/11/06	Facility	Equipment Failure	Impermeable Surface
Oily water mixture	33,600	CA	4/14/06	Pipeline	Equipment Failure	Impermeable Surface
Crude Oil	29,400	CA	10/1/06	Facility	Equipment Failure	Impermeable Surface
Crude Oil	26,460	CA	1/30/06	Pipeline	Human Error	Land
Diesel Oil	21,000	CA	5/18/06	Pipeline	Equipment Failure	Land
Crude Oil	21,000	CA	11/6/06	Facility	Unknown	Land
Crude Oil	18,900	CA	5/15/06	Facility	Human Error	Land
Diesel Oil	18,200	WA	11/3/06	Facility	Equipment Failure	Land
Crude Oil	16,800	CA	6/2/06	Facility	Equipment Failure	Impermeable Surface
Gasoline	16,800	CA	3/24/06	Vehicle	Unknown	Land
Crude Oil	16,800	CA	10/13/06	Pipeline	Equipment Failure	Land
Waste Oil	15,750	WA	6/12/06	Facility	Equipment Failure	Land
Oily water mixture	14,000	CA	9/16/06	Pipeline	Equipment Failure	Land
Diesel Oil	13,000	HA	7/20/06	Vessel	Equipment Failure	Marine
Crude Oil	11,676	CA	3/4/06	Facility	Equipment Failure	Land
Oily water mixture	10,500	CA	8/12/06	Pipeline	Equipment Failure	Land

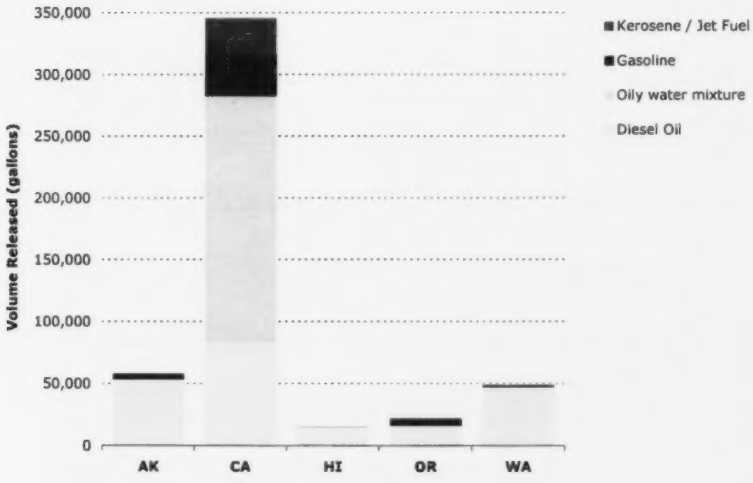
NON-CRUDE SPILLS BY PRODUCT, ALL STATES (2006)

(percent total volume)



NON-CRUDE SPILLS BY PRODUCT AND STATE (2006)

(top 5 percent by volume)



2006 NON-CRUDE SPILLS

Total Spills	1,244
Total Volume (gal)	595,324
Average Spill Size (gal)	479

SUMMARY BY PRODUCT:

Top Products

Product	Gallons
Diesel Oil	216,141
Oily water mixture	198,752
Gasoline	44,144
Kerosene / Jet Fuel	30,827

- 1,244 non-crude spills totalling 595,324 gallons occurred during 2006.
- The total volume for 2006 was 295,433 gallons more than in 2005.
- Diesel and Oily Water Mixture comprised 71% of the total volume released.
- Diesel Oil spills were the most frequent (37%) and represented more than a third of the total non-crude oil spill volume.
- With the exception of California, Diesel Oil dominated each state's annual non-crude spill volume.
- Ten of the 18 spills greater than 10,000 gallons were non-crude products or Oily Water Mixture.

2006 NON-CRUDE SPILLS

SUMMARY BY SOURCE:

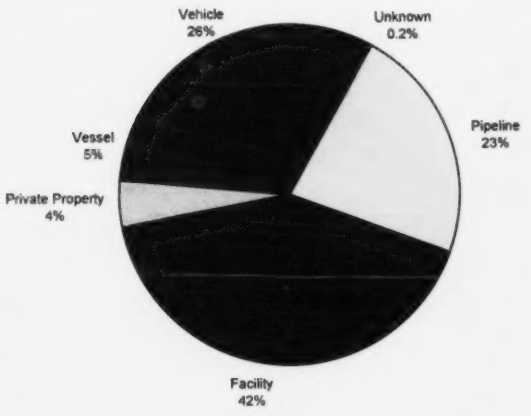
Top Sources

Source	Gallons
Facility	246,595
Vehicle	156,815
Pipeline	134,317

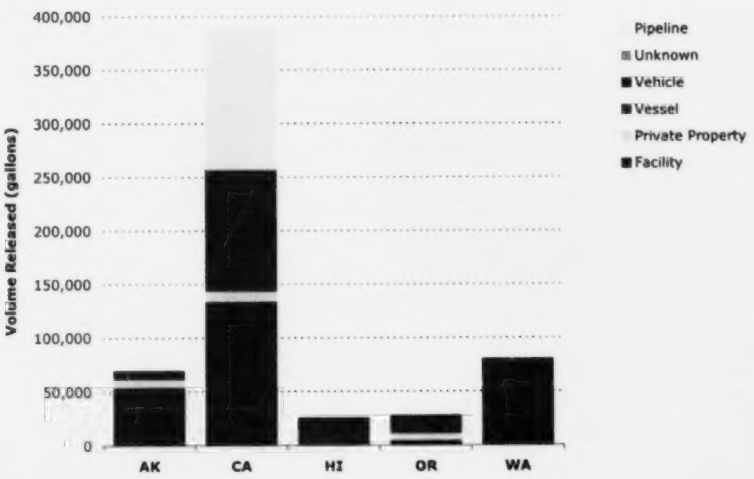
- Facilities (42%) and Vehicles (26%)were the major sources of non-crude spills during 2006. Pipelines (23%) were also a major source.
- Facilities and Pipelines were the major source for non-crude spills over 10,000 gallons.

NON-CRUDE SPILLS BY SOURCE, ALL STATES (2006)

(percent total volume)



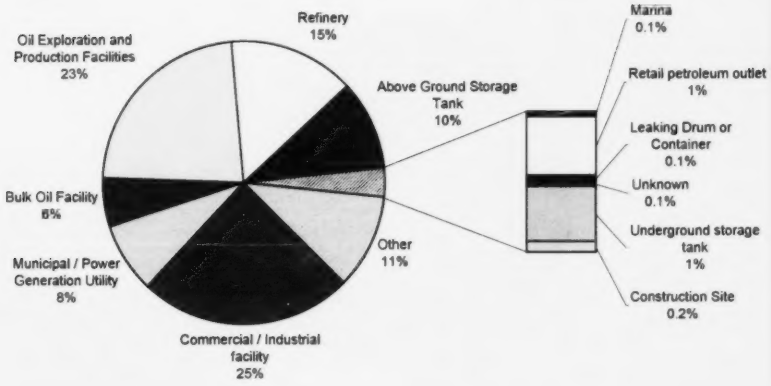
NON-CRUDE SPILLS BY SOURCE AND STATE (2006)



2006 NON-CRUDE SPILLS

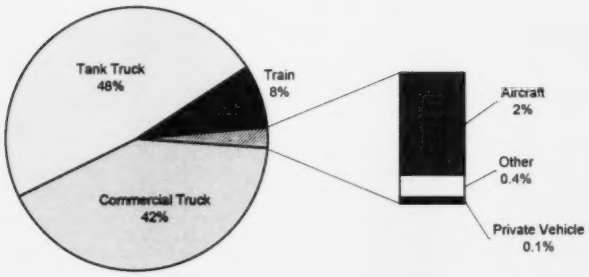
NON-CRUDE SPILLS – FACILITY DETAIL (2006)

(percent total volume)



NON-CRUDE SPILLS – VEHICLE DETAIL (2006)

(percent total volume)



SUMMARY BY SOURCE:

(continued)

- Commercial/Industrial (25%) and Oil Exploration and Production (23%) facilities were the top contributors to facility spills.
- Tank Trucks (48%) and Commercial Trucks (42%) were the major contributors for vehicle spills.

2006 NON-CRUDE SPILLS

SUMMARY BY CAUSE:

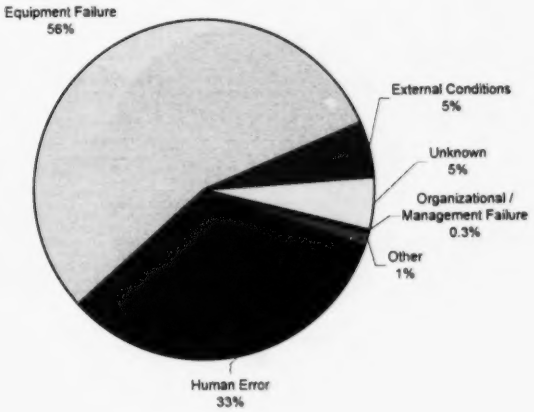
Top Causes

Cause	Gallons
Equipment Failure	327,687
Human Error	195,722
External Conditions	32,018

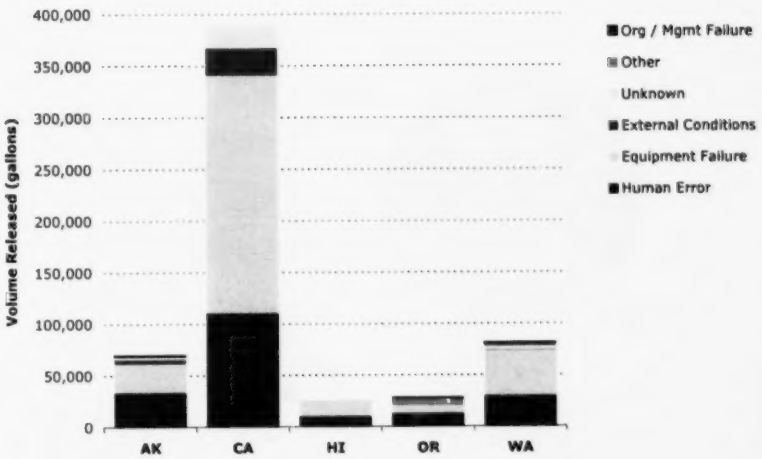
- Nearly 90% of the total non-crude spill volume was attributed to Equipment Failure (56%) and Human Error (33%).

NON-CRUDE SPILLS BY CAUSE, ALL STATES (2006)

(percent total volume)



NON-CRUDE SPILLS BY CAUSE AND STATE (2006)



2006 NON-CRUDE SPILLS

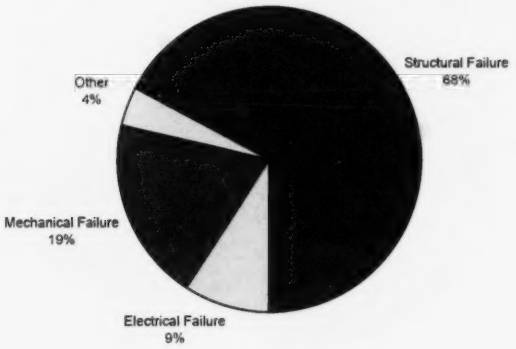
SUMMARY BY CAUSE:

(continued)

- More than two thirds of the Equipment Failure spills were due to Structural Failure (68%).
- Collecting specific cause data continues to be a challenge for some states. Most Human Error spills were classified as Other (39%). Inattention (31%) represented a significant portion of Human Error spills.

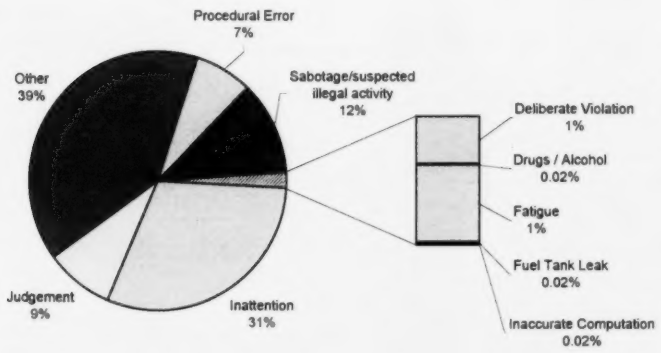
NON-CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2006)

(percent total volume)



NON-CRUDE SPILLS – HUMAN ERROR DETAIL (2006)

(percent total volume)



2006 NON-CRUDE SPILLS

SUMMARY BY ACTIVITY:

NOTE: Activity was not recorded for spills in Alaska and Oregon and were not therefore included in the graphs on this page.

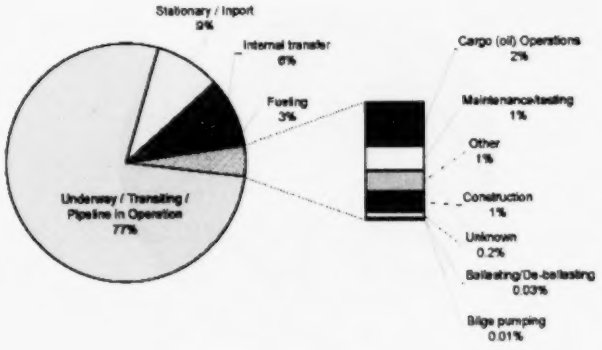
Activity	Gallons
Underway / Transiting / Pipeline in Operation[1]	386,100
Stationary / Inport	43,458
Internal transfer	31,821
Fueling	16,046

- Underway/Transiting/Pipeline in Operation1 (77%) was the main activity at the time of the spill.

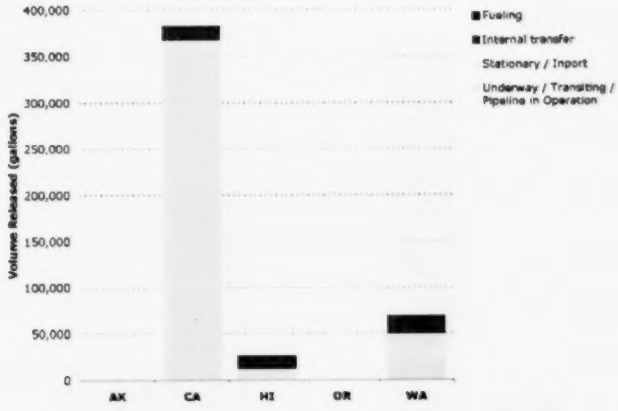
[1]Underway/Transiting/Pipeline in Operation: Normal and controlled operations of a pipeline, vessel, or vehicle while carrying out normal operations

NON-CRUDE SPILLS BY ACTIVITY (2006)

(percent total volume)



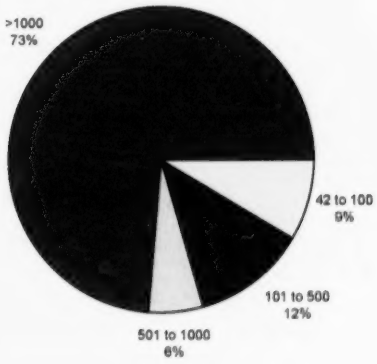
NON-CRUDE SPILLS BY ACTIVITY AND STATE (2006)



2006 NON-CRUDE SPILLS

NON-CRUDE SPILLS BY SPILL SIZE (2006)

(percent total volume)

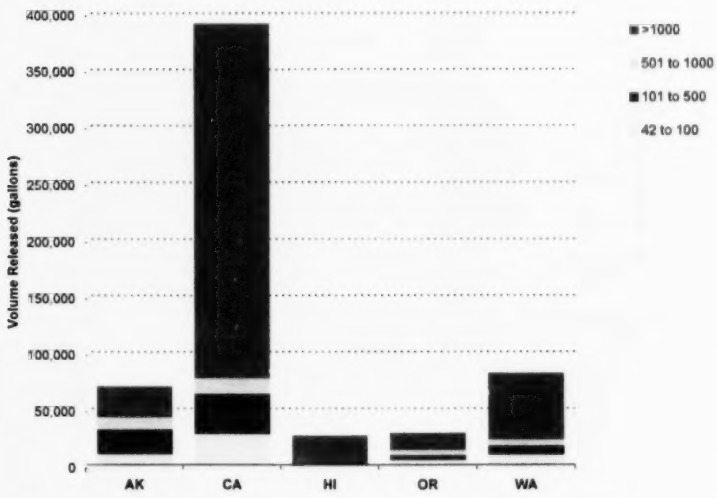


SUMMARY BY SPILL SIZE:

Size Class	Gallons
42 to 100	51,616
101 to 500	70,169
501 to 1000	34,445
>1000	439,094

- Nearly three quarters of the total non-crude spill volume was due to spills greater than 1,000 gallons.

NON-CRUDE SPILLS BY SPILL SIZE AND STATE (2006)



2006 CRUDE SPILLS

SUMMARY:

Product Type

Product	Gallons
Crude Oil	589,907
Non-Crude Oil	595,324
Total	1,185,231

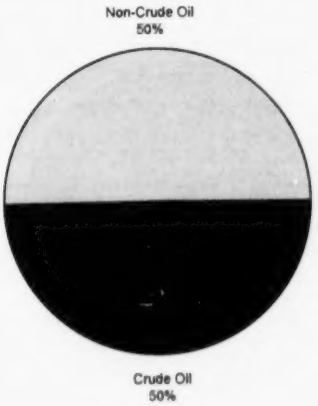
- Crude Oil comprised 50% the total volume for 2006.
- The largest Crude Oil spill occurred in Alaska and had a volume of 267,000. The source was a pipeline.
- Crude Oil spill volume was 417,036 gallons more in 2006 than 2005.
- The major sources for Crude Oil spills were Pipelines, Facilities and Vehicles.

Top Sources

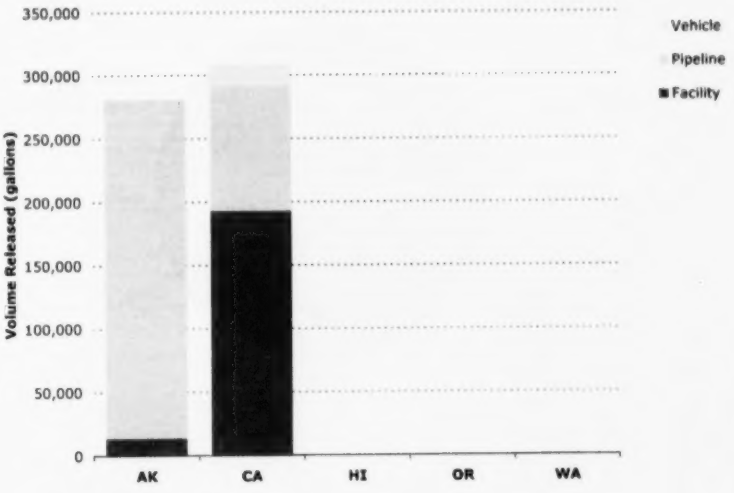
Source	Gallons
Pipeline	365,138
Facility	207,039
Vehicle	17,730

CRUDE VS. NON-CRUDE SPILLS, ALL STATES (2006)

(percent total volume)

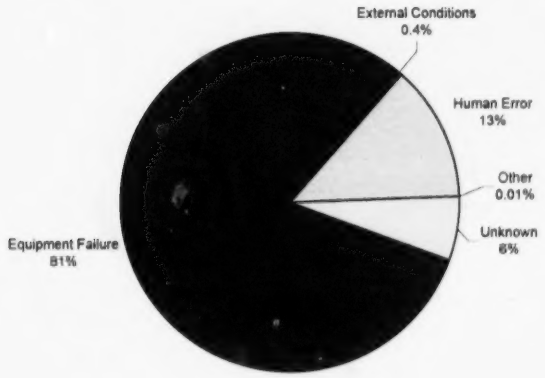


CRUDE SPILLS BY SOURCE TYPE AND STATE (2006)



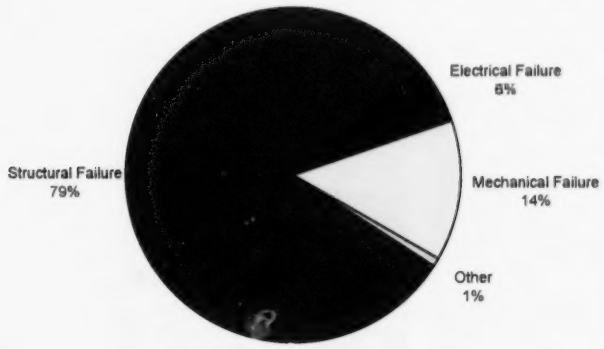
CRUDE SPILLS BY CAUSE, ALL STATES (2006)

(percent total volume)



CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2006)

(percent total volume)



2006 CRUDE SPILLS

SUMMARY BY CAUSE:

Top Causes

Cause	Gallons
Equipment Failure	474,524
External Conditions	2,335
Human Error	76,844
Other	84
Unknow	36,120

- Equipment Failure (81%) was the predominant cause of crude oil spills during 2006.
- Structural Failure (79%) and Mechanical Failure (14%) were responsible for more than 90% of the total crude oil released during the year.

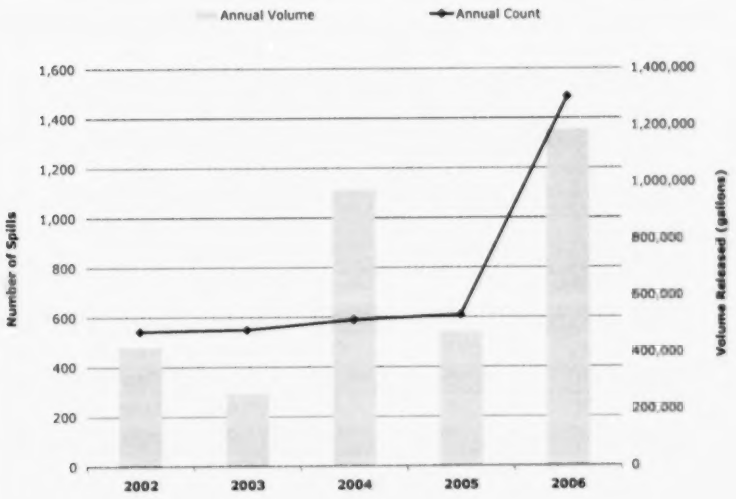
SUMMARY OF SPILLS (2002 - 2006)

- A total of 3,776 releases occurred during the five-year period 2002-2006, with a total volume exceeding 3 million gallons.
- 92% of the total number of releases were non-crude oil.
- Crude oil represented approximately 8% of the total number of spills and approximately 24% of the total volume
- Forty-five (45) releases exceeded 10,000 gallons, including 11 crude oil spills and 34 non-crude oil spills. Five (5) releases were to water. Pipelines and Facilities were the major sources for large spills.

RELEASES BY PRODUCT (2002 - 2006)

PRODUCT	COUNT	GALLONS
Crude Oil	308	805,654
Diesel Oil	1,991	755,018
Bunker C/IFO/HFO	38	621,034
Other	242	223,999
Oily water mixture	79	222,019
Gasoline	142	219,917
Aviation Fuel	49	132,913
Kerosene/Jet Fuel	60	72,497
Asphalt / Creosote	39	63,850
Waste oil	100	41,510
Mineral Oil / Transformer Oil	205	37,442
Unknown	46	35,601
Hydraulic Oil	211	25,905
Lube oil/Motor oil	187	25,725
Heating Oil	73	17,565
Edible / Vegetable oil	4	5,650
LNG/LPG	2	450
TOTAL	**3,776**	**3,306,749**

NUMBER OF SPILLS AND VOLUME RELEASES (2002 - 2006)



SPILLS GREATER THAN 10,000 GALLONS (2002-2006)

PRODUCT	VOL.	STATE	DATE	SOURCE TYPE	CAUSE TYPE	MEDIUM
Crude Oil	267,000	AK	3/2/06	Pipeline	Equipment Failure	Land
Bunker C/IFO/HFO	321,052	AK	12/8/04	Vessel	Human Error	Marine
Bunker C/IFO/HFO	270,000	WA	8/25/04	Facility	Human Error	Land
Crude Oil	267,000	AK	3/2/06	Pipeline	Equipment Failure	Land
Crude Oil	126,000	CA	3/23/05	Pipeline	External Conditions	Fresh Water
Aviation Fuel	115,353	CA	11/22/04	Pipeline	Equipment Failure	Land
Oily water mixture	37,306	CA	11/11/06	Facility	Equipment Failure	Impermeable Surface
Oily water mixture	33,600	CA	4/14/06	Pipeline	Equipment Failure	Impermeable Surface
Diesel Oil	30,000	OR	5/9/02	Other	External Conditions	Fresh Water
Crude Oil	29,400	CA	10/1/06	Facility	Equipment Failure	Impermeable Surface
Gasoline	29,400	CA	8/14/05	Pipeline	Human Error	Land
Crude Oil	26,460	CA	1/30/06	Pipeline	Human Error	Land
Crude Oil	25,200	CA	11/27/05	Pipeline	Equipment Failure	Land
Gasoline	24,500	HA	10/6/04	Unknown	Equipment Failure	Land
Kerosene	24,000	WA	3/1/05	Pipeline	Equipment Failure	Land
Other	21,000	CA	6/4/03	Facility	Equipment Failure	Marine
Crude Oil	21,000	CA	11/6/06	Facility	Unknown	Land
Diesel Oil	21,000	CA	5/18/06	Pipeline	Equipment Failure	Land
Diesel Oil	20,000	CA	5/2/05	Pipeline	Equipment Failure	Land
Crude Oil	18,900	CA	5/15/06	Facility	Human Error	Land
Diesel Oil	18,200	WA	11/3/06	Facility	Equipment Failure	Land
Crude Oil	16,800	CA	6/2/06	Facility	Equipment Failure	Impermeable Surface
Crude Oil	16,800	CA	10/13/06	Pipeline	Equipment Failure	Land
Gasoline	16,800	CA	3/24/06	Vehicle	Unknown	Land
Waste Oil	15,750	WA	6/12/06	Facility	Equipment Failure	Land
Diesel Oil	15,000	OR	10/31/05	Facility	Human Error	Fresh Water
Other	14,700	CA	12/4/04	Pipeline	Equipment Failure	Fresh Water
Diesel Oil	14,680	AK	12/8/04	Vessel	Human Error	Marine
Other/Unknown	14,138	AK	12/18/02	Facility	Other	
Crude Oil	14,000	CA	3/7/03	Pipeline	Equipment Failure	Land
Oily water mixture	14,000	CA	9/16/06	Pipeline	Equipment Failure	Land
Bunker C/IFO/HFO	13,524	WA	4/7/05	Facility	Human Error	Land
Diesel Oil	13,000	HA	7/20/06	Vessel	Equipment Failure	Marine
Asphalt / Creosote	13,000	OR	8/11/04	Vehicle	Equipment Failure	Land
Other/Unknown	12,800	AK	6/18/02	Facility	Unknown	
Diesel Oil	12,500	AK	6/23/02	Vehicle	Equipment Failure	
Diesel Oil	12,248	AK	4/24/05	Facility	Human Error	Land
Crude Oil	11,676	CA	3/4/06	Facility	Equipment Failure	Land
Other/Unknown	11,611	AK	2/26/02	Facility	Other	
Gasoline	11,000	WA	11/27/03	Vehicle	Unknown	Fresh water
Gasoline	11,000	OR	12/2/02	Vehicle	Human Error	Fresh Water
Diesel Oil	11,000	AK	11/17/03	Facility	Human Error	Land
Diesel Oil	11,000	AK	9/16/02	Unknown	Equipment Failure	
Diesel Oil	10,584	HA	8/5/05	Pipeline	Equipment Failure	Land
Oily water mixture	10,500	CA	5/29/06	Pipeline	Equipment Failure	Fresh Water

CRUDE VS. NON-CRUDE SPILLS 2002 - 2006

SUMMARY BY PRODUCT:

- Over the 5-year period, the combined volume of Non-Crude Oil spills was about three times that for Crude Oil spills.

Crude Oil Spills

- Crude Oil volume was significantly higher in 2005 and 2006 than in the years 2002-2004.
- A single 267,000 gallon crude oil spill in Alaska during 2006 comprised about a third of the total volume for the period.

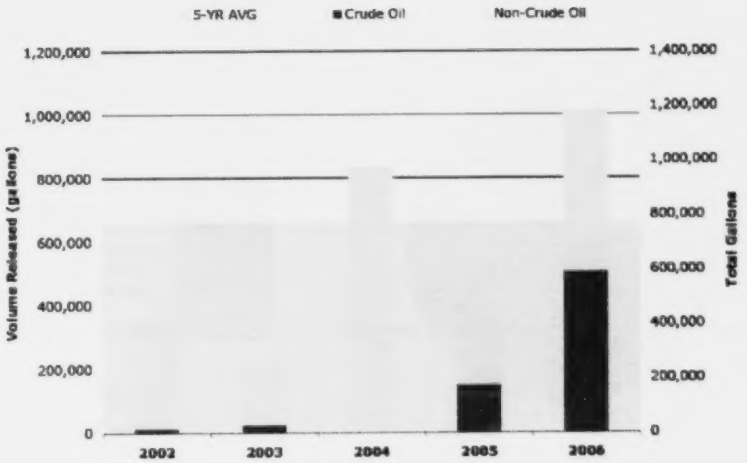
Non-Crude Oil Spills

- Bunker C/IFO/HFO spills represented 19% of the total volume with only 38 spills. The two largest spills during the 5-year period were Bunker C/IFO/HFO and totalled nearly 600,000 gallons.
- Diesel Oil comprised 23% of the total spill volume and 30% of the Non-Crude Oil spill volume.

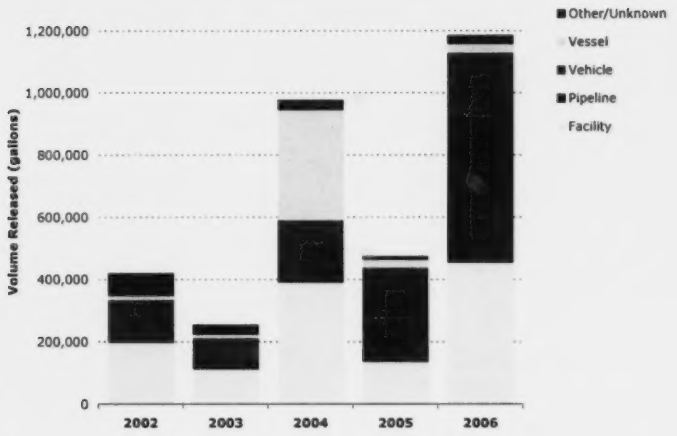
CRUDE VS. NON-CRUDE SPILLS BY YEAR (2002-2006)

	NON-CRUDE OIL		CRUDE OIL		TOTAL	
	count	gallons	count	gallons	count	gallons
Yearly totals						
2002	519	406,229	23	12,769	542	418,998
2003	533	225,721	16	28,015	549	253,736
2004	582	973,905	7	2,092	589	975,997
2005	590	299,916	19	172,871	609	472,787
2006	1,244	595,324	243	589,907	1,487	1,185,231
5-Year Total						
	3,468	2,501,095	308	805,654	**3,776**	**3,306,749**
Annual Average						
	694	500,219	62	161,131	**755**	**661,350**

CRUDE VS. NON-CRUDE SPILLS (2002 - 2006)

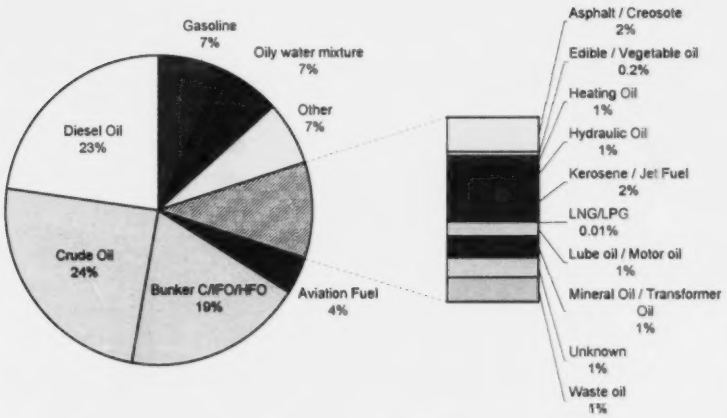


ANNUAL SPILL VOLUME BY SOURCE (2002 - 2006)



SPILLS BY PRODUCT (2002 - 2006)

(percent total volume)



SUMMARY 2002 - 2006

SUMMARY BY SOURCE:

- Overall, Facilities (39%) and Pipelines (28%) were the major sources of spills during the period. They were also the major sources of Crude Oil spills. Facilities and Vehicles were the primary sources of Non-Crude Oil spills.

Non-Crude Oil Spill Sources

Source	Gallons
Facility	1,050,432
Pipeline	371,361
Vehicle	474,295
Vessel	434,166
Other/Unknown	170,841
Total	2,501,095

- Facilities were the source of 42% of the Non-Crude spill volume.

Crude Oil Spill Sources

Source	Gallons
Facility	238,346
Pipeline	543,850
Vehicle	18,066
Vessel	5,292
Other/Unknown	100
Total	805,654

- Pipelines (68%) and Facilities (30%) were the source of 98% of the Crude Oil spill volume.

SUMMARY
2002 - 2006

SUMMARY BY CAUSE:

- Overall, Equipment Failure (44%) and Human Error (38%) were the major spill causes.

Non-Crude Oil Spills

Cause	Gallons
Equipment Failure	918,121
External Conditions	108,706
Human Error	1,168,296
Org/Mgmt Failure	24,113
Other/Unknown	281,859
Total	2,501,095

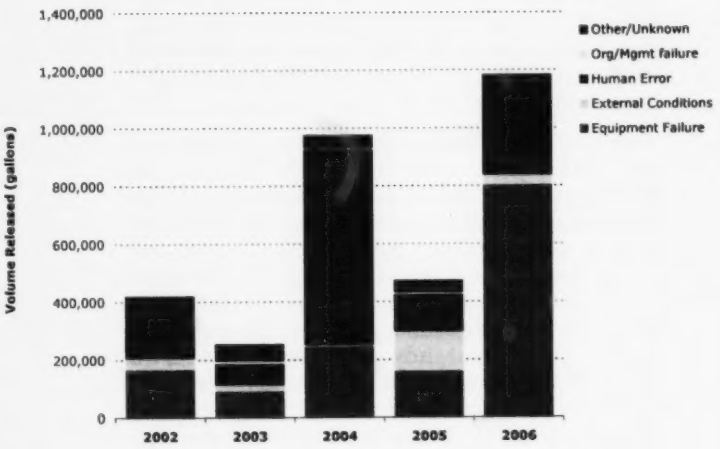
- Human Error (47%) was the predominant cause for Non-Crude Oil spills.

Crude Oil Spills

Cause	Gallons
Cause	gallons
Equipment Failure	547,533
External Conditions	129,175
Human Error	86,780
Org/Mgmt Failure	0
Other/Unknown	42,166
Total	805,654

- 68% of the total Crude Oil spill volume was due to Equipment Failure.

ANNUAL SPILL VOLUME BY CAUSE (2002 - 2006)



FIVE-YEAR REVIEW OF THE STATUS OF THE WEST COAST OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT PROJECT RECOMMENDATIONS

The West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) Project was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and the US Coast Guard, Pacific Area. Rick Holly of the California Office of Spill Prevention and Response served as the Task Force co-chair. USCG Pacific Area co-chairs included CAPT Ed Page, CAPT Frank Whipple, and CAPT Glenn Anderson.

They co-chaired a workgroup of representatives from the Task Force member agencies in Alaska, Washington, Oregon, and California, and the Province of British Columbia; the US Coast Guard Districts 17, 13, and 11; the Canadian Coast Guard, Pacific Region; NOAA (both Hazmat and National Marine Sanctuaries); Environment Canada; the US Navy; the Canadian Maritime Forces; the Cook Inlet Regional Citizens' Advisory Council; the BC Chamber of Shipping; the BC Council of Marine Carriers; the Puget Sound Steamship Operators' Association; the Puget Sound Marine Exchange; the Portland Merchants Exchange; the Port of Portland; Save Our Shores; the California Coastal Commission; the Western States Petroleum Association; the Council of American Master Mariners; the American Waterways Operators, Pacific Region; Teekay Shipping (for INTERTANKO); and the Pacific Merchant Shipping Association.

The goal of the project was to reduce the risk of collisions or drift groundings caused by vessel traffic transiting 3 to 200 nautical miles off the West Coast between Cook Inlet in the North and San Diego in the South. Vessels of concern included tank, cargo/passenger, and fishing vessels of 300 gross tons or larger. Working together from 1999 to 2002, this Workgroup collected and reviewed data on typical coastwise traffic patterns, traffic volume, existing management measures, weather data and ship drift patterns, historic casualty rates by vessel type, the availability of assist vessels, the environmental sensitivity of the coastlines, socio-economic consequences of a spill, and projections of relevant future initiatives. Using the drift and tug availability data, they modeled likely tug response times under both average and severe weather conditions.

The Workgroup then developed a Relative Ranking/Risk Indexing Worksheet that evaluated nine factors: volume of oil/vessel design; drift rates; areas of higher collision hazards; distance offshore; weather/season; tug availability; coastal route density; historic casualty rates by vessel type; and coastline sensitivity. Using this tool, they developed and ranked a total of fifty-two casualty scenarios in all the West Coast jurisdictions. These were then extrapolated into 1,296 additional scenarios on the West Coast, a modeling process which defined both average and "higher risk" areas from Alaska to California.

Workgroup members then addressed four risk factors considered most amenable to change: tug availability, collision hazards, historic casualty rates by vessel type, and distance offshore. They developed a set of draft findings and recommendations using the criteria that the findings and recommendations had to be supported by the data, realistic (capable of being implemented), effective, economically feasible, and flexible enough to allow for incorporation of new technology and changes in policy. The Workgroup members adopted the final Findings and Recommendations in April of 2002.The WCOVTRM report is available at: http://www.oilspilltaskforce.org/wcovtrm_report.htm

The last recommendation in the WCOVTRM Project report reads as follows: The West Coast Offshore Vessel Traffic Risk Management Project Workgroup recommends that the Pacific States/BC Oil Spill Task Force work with the US and Canadian Coast Guards in 2007 to review the status of implementation and efficacy of the final recommendations from this project.

Accordingly, the Pacific States/British Columbia Oil Spill Task Force adopted a Task in their 2006-2007 Annual Work Plan which outlined a process and timeline to conduct this five-year review. Rick Holly of the Office of Spill Prevention and Response (OSPR), who had served as the initial Project Co-Chair, and Mr. Steve Danscuk of the USCG Pacific Area, worked with the Task Force Executive Coordinator to draft a report on the implementation status of all of the WCOVTRM Project Workgroup's 2002 Recommendations. That draft report has been provided to the Task Force Coordinating Committee as well as to the members of the WCOVTRM Project workgroup (or their 2007 replacements) for review and comment. These reviewers have also been asked to rank progress on the recommendations on a scale of 1 to 10, and to suggest further recommendations for action if they wish.

All rankings, comments, and further recommendations will be considered by the Coordinating

Committee and the project co-chairs for the final report on the 5-Year Implementation Status of the WCOVTRM Project Recommendations, which will be presented at the Clean Pacific Conference in September, 2007 and posted on the Task Force website.

BEST INDUSTRY SPILL PREVENTION PRACTICES

Following the Locke vs. Intertanko U.S. Supreme Court decision in March 2000, the 13th Coast Guard District and the Washington Department of Ecology set out to identify gaps between the existing international and federal regulatory regimes for tank vessels and the Washington State standards that were pre-empted by the Supreme Court decision. Once the gaps were identified, they were ranked by Coast Guard marine safety professionals and the licensed mariners at Ecology to determine which practices were most important for reducing the risk of an oil spill. The industry practices for tankers and tank barges were identified and ranked separately, and consensus was reached on the relative ranking.

In 2003, the Task Force took this analysis to the next level by enlisting the input of industry leaders in the ranking process. Based on the strong recommendation of the very experienced and respected tanker operators that contributed to the ranking process, the voluntary industry practices for self-propelled tank vessels was expanded to all large commercial vessels. To access our report on this project and the industry rankings, please go to the following site: http://www.oilspilltaskforce.org /docs/project_reports/VesselBipReport.pdf.

Our next step was to promote these voluntary, non-regulatory measures. Washington and the 13th District have enjoyed some success in introducing voluntary measures by incorporating them in Harbor Safety Plans as Standards of Care. Based on the Washington experience, the Pacific States/BC Oil Spill Task Force requested that the Marine Safety Office of the U.S. Coast Guard (USCG) Pacific Area forward the Large Commercial Vessel Best Industry Practices to Pacific Area Harbor Safety Committees through the Districts, recommending incorporation in Harbor Safety Plans. CAPT Rob Lorigan sent a memorandum to all Pacific Area Districts in March of 2005 with this recommendation. During a survey of the West Coast Harbor Safety Committees for the WCOVTRM project review (see above), we asked whether these Vessel Best Industry Practices had been adopted by the Harbor Safety Committees as Standards of Care. With the exception of Puget Sound, this had not been done. We will continue to promote this concept with the Harbor Safety Committees.

We have also requested that USCG Pacific Area convene the Pacific Area USCG/AWO Quality Steering Committee to consider the adoption of the Tank Barge Best Industry Practices through the AWO Responsible Carrier Program, but that group has not yet been convened.

THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) met in October 2006 and again in March of 2007 to share outreach strategies and plan for collaborative projects. POSPET is staffed by the Oil Spill Task Force, and its members represent Washington Sea Grant, Washington's Departments of Ecology and Natural Resources, the Puget Soundkeeper Alliance, the USCG Marine Safety Auxiliary in Oregon and Washington, the OceanWatch Boaters Association of British Columbia, the Georgia Strait Alliance, the Alaska Department of Environmental Conservation, the British Columbia Ministry of Environment, the Oregon Department of Environmental Quality, the Oregon Marine Board, the Pacific States Marine Fisheries Commission Habitat Education Program, the California Coastal Commission, the Pacific Shellfish Institute, the Washington Parks and Recreation Commission, the California Department of Boating and Waterways, the Boat U.S. Foundation, and the California Office of Spill Prevention and Response. POSPET is chaired by Eric Olsson of Washington Sea Grant.

POSPET operates on the premise that small oil spills are a regional problem that can best be remedied through collaborative projects drawing from existing talent and resources. For over a decade, POSPET has served as a forum for exchanging information and outreach ideas while providing boat and marina operators with a consistent and accurate spill prevention message.

POSPET encourages networking to both exchange ideas and promote innovative approaches to outreach and education.Through informal collaboration and access to beneficial member review and feedback, POSPET adds value and has improved the quality and reach of individual efforts. POSPET maintains a listserve to facilitate this

information exchange between its Fall and Spring meetings.

Last year, the Washington Department of Ecology developed the artwork for updated *Spills Aren't Slick* materials and managed "orders" from POSPET members. The California Office of Spill Prevention and Response did the printing and shipping of all materials to the POSPET members. The result of this collaborative effort was that 2800 laminated outdoor signs, 14,100 decals, and 20,100 brochures are being distributed at boat shows, marinas, and fueling docks from British Columbia to California. We met this year's needs through sharing of remaining supplies, and the Washington Department of Ecology agreed to print another 6,000 brochures and decals to meet NW distribution needs.

In addition to its successful *Spills Aren't Slick* campaign, POSPET has also been instrumental in promoting the innovative 1-800-OILS-911 spill reporting number in British Columbia, Washington, Oregon, and California. Using this easy-to-remember number, a boater reporting an oil spill is automatically routed to the correct emergency response call center in any of those jurisdictions. The Pacific States/BC Oil Spill Task Force provides staff support for POSPET and maintains this valuable spill reporting number.

POSPET member Mike Richards of the Georgia Strait Alliance will chair a session on preventing small spills at the Clean Pacific Conference in September, and other POSPET members will participate as presenters.

Summary notes from the POSPET meetings in 2005 and 2006, a list of POSPET members, and PDFs of the *Spills Aren't Slick* poster, brochure, and decals are posted on the POSPET page on our website at: http://www.oilspilltaskforce.org/pospet.htm.

Spills Aren't Slick sign posted at the Port Townsend Marina in Washington State

MONITORING TAPS TANKERS AND VESSELS TRANSITING BETWEEN JURISDICTIONS

CAPT Laura Stratton of the Washington Department of Ecology provides the Task Force agencies with quarterly updates on the status of the Trans-Alaska Pipeline (TAPS) tankers that transit the West Coast. These reports cover owner/operator, date of build or scheduled date of build, hull configuration, deadweight tonnage, conversion date if single hull or double bottom, and retirement date. This information is available at: http://www.ecy.wa.gov/programs/spills/prevention/bap/TAPS%20Trade%20Tanker%20Report.pdf

In her April 2007 update, CAPT Stratton reported that the average age of the 17 tankers currently participating in the TAPS trade is 11.1 years, and that all but two of these tankers are double-hulled. Mandatory retirement dates for the remaining two tankers that are not double hull are August 2012 for the double-bottom tanker SEARIVER BAYTOWN and January 2010 for the single-hull tanker SEARIVER LONG BEACH. The retirement dates are mandated under the Federal Oil Pollution Act of 1990 (OPA '90); some companies retire their tonnage before the OPA '90 date.

The Task Force member agencies annually request information on trends in the U.S. Coast Guard's Critical Area Inspection Program for the TAPS tankers. In addition, Task Force member agencies share information among themselves regarding casualties and incidents involving both tank and non-tank vessels that are transiting between our member jurisdictions.

SPILL PREVENTION TOPICS OF CONCERN

Each year the Coordinating Committee monitors and shares information on selected spill prevention topics. Our spill prevention topics for 2006 - 2007 included:

- Cruise ship operations with regard to spills and other water pollution impacts
- Oil spill prevention research and development, including Best Available Technology (BAT) and Best Achievable Protection (BAP)
- Offshore Lightering
- Oil spill risks from sunken vessels
- Waste oil dumping by deep draft commercial ships
- Vessel and Facility Oil Transfer regulations
- Spills from trucks and implementation of state/provincial recommendations
- Salvage capabilities and regulations
- Liquefied Natural Gas shipping and terminal operations
- Implementation of the US Ocean Plan
- Tug escort requirements
- Ballast water regulations preventing spread of invasive aquatic species
- Track the development of "Green Port programs" including waste oil reception facilities
- Federal preemption issues

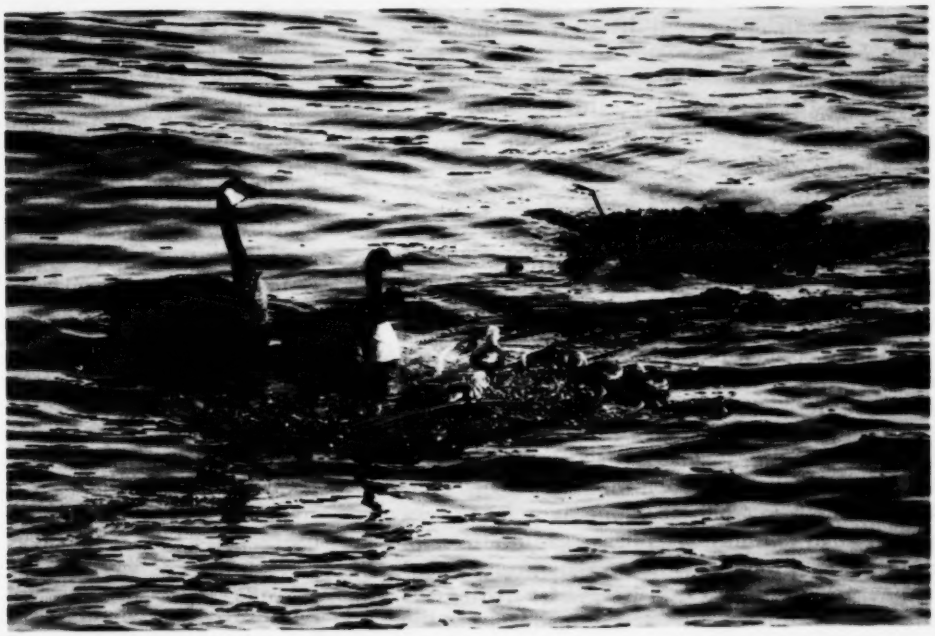


Photo courtesy of Roo Photography

Six of many good reasons to prevent oil spills!

SPILL PREPAREDNESS AND RESPONSE PROJECTS:

PROMOTE REMOTE SENSING TECHNOLOGY

As a follow-up to our 2006 Roundtable on expanding response options in low-visibility conditions, the Task Force Members adopted a project this past year focused on promoting and encouraging the development and application of remote sensing technologies to aid with both oil spill detection and tactical incident management.

Judd Muskat at the California Office of Spill Prevention and Response (OSPR) has kept the Coordinating Committee advised regarding remote sensing technology developments. For example, a sensor system based on fluorescence detection has been developed which can be deployed in the area of interest (a marina, port, environmental sensitive site, etc.) and which can send an automated alarm (audible, telephone, pager etc.). Mr. Muskat is also working on a number of remote sensing projects, including utilizing oil spill detection and mapping capabilities to create a coast-wide system that would provide rapid digital access to information on oil spill location, extents, thickness/volume characteristics, and other related variables.

Prior to his retirement in June, U.S. Coast Guard (USCG) CDR Vic Blalack kept the Task Force updated on the status of the USCG's use of RARARSAT, a radar satellite that can spot oil slicks offshore. He reported in April 2007 that "a contract has been awarded and the USCG is finalizing our initial concept of operations and should be sending that to the Sectors. Basically, the contractor (MDA) will send the Satellite images and analysis to our Intel Center; they in turn will give it to our Command Center, which then will send it out to the appropriate Sector, District & Air Station. It'll be up to the Sector(s) to act upon the information. They can do anything from launching an asset to take samples and document the discharge, to a random MARPOL inspection when the vessel arrives in port. We're also trying to get POPEIE[1] certified for deployment in both airframe types and out in the field." Please note that this same radar satellite technology has already been used by Environment Canada and Transport Canada on both Canada's east and west coasts, and they aggresively use aircraft for both detection and followup on radar sitings. With the USCG now signed-on as well, this gives the Pacific Coast complete coverage and is a valuable tool for both detection and deterrence of illegal dumping offshore.

At the state level, the Washington Department of Ecology developed an agreement with the King County Sheriff's Office to place infrared sensors and software on two of their helicopters, which will then be available to spot and track oil spills at night and during low-visibility conditions. Ecology has paid to train the pilots in aerial oil-spill observation techniques. Copies of Ecology's agreement with the sheriff's office have been provided to other Task Force member agencies as a model.

CONTINGENCY PLANNING REQUIREMENTS FOR NON-TANK VESSELS

The Task Force member agencies were pleased that Section 701 of the 2004 U.S. Coast Guard Reauthorization Act, HR 2443, authorized the U.S. Coast Guard to require non-tank vessels of 400 GT or larger to submit oil spill contingency plans by August 9, 2005. Alaska requires contingency plans from non-tank vessels of 400 GT or larger; Oregon, Washington, and California require them from non-tank vessels of 300 GT or larger. British Columbia is covered by the Canada Shipping Act, which requires all vessels of 400 GT or larger to have contracts with certified response organizations in addition to their international Shipboard Oil Pollution Emergency Plans.

We have submitted comments on the NVIC issued by the USCG to provide plan submittal guidance to non-tank vessel operators, and will submit further comments when the draft rules are published for public comment. The USCG reported in March of 2007 that they were anticipating a 2008 release of the proposed rules with public hearings to be held in various parts of the U.S. The Final Rule was projected to be published in 2010. As of this March, the Coast Guard reported that they had received 2,143 nontank vessel response plans covering 12,075 vessels.

MONITORING ADOPTION OF THE PLACES OF REFUGE AREA PLAN ANNEX

After the *T/V Prestige* incident off the coast of Spain in late 2002, the Pacific States/BC Oil Spill Task

[1] USCG District 11 received an Oil Spill Task Force Legacy Award in 2005 for their development of POPEIE. For more information, please go to: http://www.oilspilltaskforce.org/awards_history.htm#2005_award4

Force recognized the possibility that a "Place of Refuge" incident could happen on the U.S./Canadian West Coast as well. We sponsored a Roundtable discussion on Places of Refuge in 2003 and then invited the U.S. Coast Guard and Canadian authorities to join us in a stakeholder workgroup to develop recommendations on the issue of Places of Refuge.

The Places of Refuge Project Workgroup convened in February, 2004 and its members agreed to develop an annex for U.S. Area Plans that would operationalize the Guidelines on Places of Refuge for Ships in Need of Assistance which had been adopted by the International Maritime Organization in December of 2003. In December of 2004 the Project Workgroup unanimously approved a final draft and recommended it to U.S. West Coast Area Committees for use as a planning and decision-making template to address ships' requests for a Place of Refuge.

On February 2, 2005, U.S. Coast Guard Captain Robert Lorigan, Chief of Marine Safety for the Pacific Area, distributed the Places of Refuge Annex to Districts 11, 13, 14, and 17 and encouraged their Area Committees to complete the pre-planning appendices as soon as possible. He also copied the Atlantic Area U.S. Coast Guard as well as the Commandant's office. The Places of Refuge Area Plan annex, the full project report, and the Task Force Members' supporting resolution are all available on the Task Force website: www.oilspilltaskforce.org.

The British Columbia Ministry of Environment has adapted the Places of Refuge Area Plan Annex into an operational guideline to serve as part of the BC Marine Oil Spill Response Plan. Transport Canada published its National Places of Refuge Contingency Plan in April, 2007. The Plan provides for a very logical and concise approach to Places of Refuge decision-making. Although it includes a few elements which are not in the Pacific Area Guidelines, it is basically consistent. For instance, the Plan notes that pre-designating Places of Refuge would have limited value; instead, each Transport Canada Marine Safety region is advised to assemble information needed to make a case-specific decision. Like the Pacific Area guidelines, it encourages a collaborative decision-making process. The Transport Canada Plan utilizes a risk matrix for computing the risk of various options as probabilities-times-consequences.

Our focus over this past work year has been on working with the West Coast Area Committees to see that the Places of Refuge annex is incorporated into Area Plans, and that the crucial pre-planning is done as expeditiously as possible. To promote this goal, as well as to facilitate Places of Refuge decision-making, the Task Force cooperated with the USCG Pacific Area and the California Coastal Commission to host a Workshop for Pacific Area Contingency Planners on February 6, 2007 in Oakland, CA. Jean Cameron reviewed the decision-making guidelines used in the Pacific Area, John Bauer of the Alaska Department of Environmental Conservation (ADEC) gave a presentation on incorporating POR decisions into ICS, LCDR Chris Curatilo from USCG District 14 presented a case study on the *M/V Tong Cheng*, USCG CDR Drew Tucci presented a POR Job Aid which he had developed for the USCG Office of Response, and Larry Iwamoto of ADEC gave a presentation on the Potential Places of Refuge planning process used in Alaska. Complete summary notes and the PowerPoint presentations are available at: http://www.oilspilltaskforce.org/docs/meeting_notes/summary_notes_places_of_refuge_20607.pdf.

A National Response Team (NRT) work group is also currently drafting Places of Refuge decision-making and planning guidelines. They have used the IMO, Pacific States/BC/USCG Pacific Area, and the Alaska RRT documents as guidance. Once completed, the NRT Guidelines for Places of Refuge Decision-Making will be available at www.nrt.org

There are now a variety of tools available to help decision-makers and planners address the issue of Places of Refuge. All use the IMO guidelines as a foundation, and therefore are essentially consistent. Local Area Planners should adopt whichever Guidelines they consider best for their purposes, and proceed with the most critical first step, which is to identify Potential Places of Refuge and collect information on these PPORs in order to have that information immediately available during an emergency decision-making situation. Early involvement of local stakeholders in this process will also serve to educate them regarding the decision-making process and their access to that process. In addition, Area Planners should make ongoing efforts to brief elected officials and the media regarding the planning and decision-making process.

1-800-OILS-911

The Task Force maintains this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. The number automatically reaches the 24-hour emergency reporting center in each of these four jurisdictions as a function of the location from which the call originates. For example, a call made to 1-800-OILS-911 from anywhere in California will automatically be routed to the California emergency reporting center.

Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen by POSPET members. Usage analysis for July 2006 through May of 2007 shows that 328 spills were reported on 1-800-OILS-911 during that period.

THE INTEGRATED VESSEL RESPONSE PLAN GUIDELINES

In 1998 the Task Force completed a cooperative project with the U.S. Coast Guard and industry stakeholders that resulted in approval of a voluntary Integrated Vessel Response Plan (IVRP) format for tank vessels. This format allows correlation of West Coast state planning requirements as well as the Shipboard Oil Pollution Emergency Plan (SOPEP) required by Transport Canada with the U.S. Coast Guard vessel planning requirements.

The Task Force Members signed a formal agreement in 1998 reflecting their willingness to accept tank vessel response plans submitted in the IVRP format. They also agreed to communicate any new or revised contingency planning regulations to the Task Force Executive Coordinator for updates to the format guidance matrix. In addition, the Canadian Ministry of Transport determined that the Integrated Vessel Response Plan format will be acceptable to meet their vessel planning standards, since it includes the SOPEP requirements. A formal endorsement from the US Coast Guard is also in place.

The integrated format guidance matrix is available to tank vessel planholders on the Task Force website at http://www.oilspilltaskforce.org/docs/project_reports/ivrp2004.pdf and is kept current with any changes in member agency contingency planning regulations, thus is an ongoing project.

UPDATE MUTUAL AID AGREEMENTS

The Task Force Coordinating Committee has reviewed the procedures and points of contact for mutual aid outlined in our 1993 Mutual Aid Plan and the 1996 Mutual Aid Agreement. They agreed to revise the language in the 1993 Plan to allow for mutual aid during non-emergency situations.

They also drilled the 1993 Plan on April 30, 2007 as part of a catastrophic spill exercise in Alaska's Prince William Sound. The Alaska Department of Environmental Conservation (ADEC) used the Task Force Mutual Aid Plan to request assistance to augment Alaska's response team resources for this scenario. ADEC sent an email to all Task Force Coordinating Committee Members containing the basic Task Force Mutual Aid Plan, and requested resources using the ICS 222 forms containing specific personnel requirements, skill levels, and required equipment. All states provided personnel with the exception of Hawaii, which was responding to an actual spill at the time of the request. ADEC drafted a report on the project which identified "Lessons Learned" for the Coordinating Committee to discuss at its June meeting.

Photo courtesy of Roo Photography

One of many good reasons to improve spill preparedness and response!

The Coordinating Committee members have also been asked to review their jurisdiction-specific policies in the 1996 agreement to determine whether any updates are needed.

CLARIFY STATES' ROLES AND AUTHORITIES

Based on presentations at our 2006 Annual Meeting on "lessons learned" from responses to Hurricanes Katrina and Rita, the Coordinating Committee identified concerns, such as the roles of the Principal Federal Official and the Federal Coordination Officer, opportunities to network with regional DHS offices, how state Executives are integrated into emergency decision-making, transitions from state to federal leads in natural disaster situations, how the national response system been adapted to Lessons Learned from the Katrina/Rita responses, how the U.S./Canada and U.S./Mexico transboundary response agreements would come into play during an Incident of National Significance, and implications for states of Stafford Act funding versus access to the Oil Spill Liability Trust Fund.

The Coordinating Committee held a conference call in December, 2006 with our contacts from the Gulf of Mexico states to discuss these issues and strategies to resolve them. The Gulf of Mexico contacts provided good feedback and helped answer most of the Coordinating Committee's questions. We've also tracked the status of revisions to the National Response Plan and opportunities for state input to that process.

SPILL PREPAREDNESS/RESPONSE TOPICS OF CONCERN

The Coordinating Committee has monitored and shared information on the following oil spill preparedness/response "topics of concern" throughout the past year:

- Oil spill drill programs
- Financial responsibility requirements, state and federal
- Status and solvency of the US federal Oil Spill Liability Trust Fund[2]
- Response technologies, including research and development
- Implementation status of recommended contingency plan elements
- Oil Spill Response Organization (OSRO) certifications, mergers, mutual aid, and response capabilities
- Natural Resource Damage Assessment (NRDA) initiatives and activities, including NRDA assessments and collections
- Applied response technologies
- Coordination of inter-jurisdictional wildlife care
- West Coast sea bird and other vulnerable marine populations threatened by oil spills
- Implementation of 24-hour response operations during major oil spills where it would be safe and effective
- Impacts of Avian Influenza on oiled bird rescue/rehabilitation and worker safety.

[2] We have taken further action on this issue beyond simply exchanging information as a Topic of Concern. In September 2006, we requested information from the Administrator of the National Pollution Fund Center (NPFC) regarding the status of our petition to increase Limits of Liability. The Chief of the NPFC Legal Division replied and explained that "The Delaware River Protection Act of 2006 amended and increased liability limits under the Oil Pollution Act of 1990 (OPA) for vessel spills, and should be responsive to your petition. The August 18, 2006 Federal Register notice gives notice that liability limits have been increased and explains the changes and the effective dates of those changes. He further explained that "The increases to limits for the most part were approximately 50%, which roughly corresponds to the consumer price index (CPI) increases since OPA was enacted. Increases to liability limits for single hull tank vessels (approximately 150%) far exceeded consumer price index increases," and that "We are not aware of any recent legislation addressing OPA liability limits for facilities of any kind. Limits for onshore facilities in particular ($350M) appear to be adequate, in that we are not aware of any instance where the costs of an oil spill at an onshore facility exceeded $350M."

The Task Force has responded to the NPFC and reiterated our request that the limits for onshore facilities also be raised by the CPI. The U.S. National Pollution Funds Center has replied that they would be initiating rulemaking to raise the Limits of Liability for those facilities under the Coast Guard's jurisdiction. The Coordinating Committee also directed the Executive Coordinator to send EPA, DOI, & DOT letters petitioning them to increase their Limits of Liability requirements for oil-handling facilities under their authority.

COMMUNICATIONS PROJECTS AND ACTIVITIES

HOST THE CLEAN PACIFIC CONFERENCE

The Clean Pacific Conference will be held at the Washington State Convention & Trade Center in Seattle, WA on September 13-14, 2007, with various workshops also available on 9/12. The conference website is www.cleanpacific.org.

The Pacific States/British Columbia Oil Spill Task Force is hosting the conference. Key elements of our regular annual meeting format will be included. Our 2007 Legacy Awards presentation will be during the opening general session on 9/13, following the keynote speaker. The jurisdictional and Task Force activities will take place during the opening general session on 9/14.

With the assistance from the Task Force, the TradeFair Group, which is organizing the event, recruited regional stakeholders to serve on the Clean Pacific Program Planning Advisory Committee. This enthusiastic group met on January 9, 2007 and agreed to a theme, program tracks, and possible sessions. There will be five sessions on each of the Prevention, Preparedness, and Response tracks, plus three sessions on a security track, and two more on a salvage track. In addition to the two opening general sessions, there will be a closing general session on Community and Stakeholder Outreach and Involvement.

The Executive Coordinator and several Coordinating Committee members plan to serve as Session Chairs. Washington and California plan to have their own booths in the exhibit area; Alaska, British Columbia, Oregon, and Hawaii will share a Task Force booth. The Coordinating Committee has also been working with the TradeFair Group on promoting the 2007 event, making location decisions for the 2009 conference, and reviewing applications for "scholarships" to attend the conference.

STAKEHOLDER OUTREACH

Stakeholders monitor Task Force activities through our web site and can also participate in Task Force sponsored events or project workgroups. We host two public events each year: a roundtable forum and our Annual Meeting. See details regarding the 2007 Roundtable on Improving Oil Pipeline Spill Prevention, Preparedness, and Response under our "Prevention" section above.

The Task Force web site

The Task Force website offers the following features:

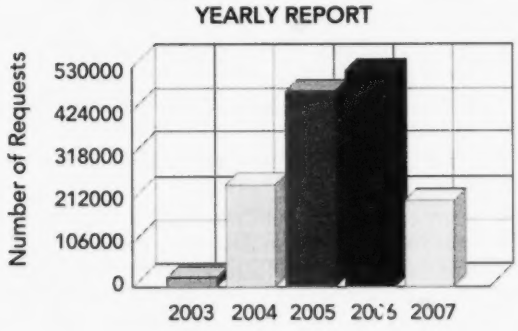
- The OVERVIEW provides background on the Task Force as well as bios and photos of all Task Force Members;
- CURRENT INTERESTS is where we post event and award announcements, our Events Calendar, and reports from recent Task Force meetings or projects;
- WHAT WE DO includes our current Strategic Plan and Annual Work Plan, our Memoranda of Cooperation, and Resolutions and Agreements signed by the Task Force Members since 1993;
- The LEGACY AWARD HONOR ROLL lists all the Task Force Legacy Award Winners since 1999;
- NOTES & REPORTS features our Annual Reports (which contain the spill data reports) as well as Task Force comments on federal rulemaking, noteworthy correspondence, meeting notes, and project reports;
- CONTACT INFORMATION provides contact details for the Task Force's Coordinating Committee and Executive Coordinator;
- LINKS provides links to the Task Force member agencies, other state agencies on the West and Gulf Coasts, and key US and Canadian federal agencies;
- SPILLS AREN'T SLICK provides information on POSPET and itsactivities; and

TASK FORCE WEBSITE USAGE DATA

YEAR	# OF REQUESTS	% OF REQUESTS
2007	207,123	14.10%
2006	521,506	35.50%
2005	471,158	32.90%
2004	246,597	16.80%
2003	22,269	1.51%

- A SEARCH engine allows you to search the site if you don't find what you want in one of the categories above.

The website has received a total of 1,468,653 "requests" since it was initiated in the 3rd quarter of 2003. A "request" is any visit to the site or to any page on the site. The site received 22,269 requests in 2003; 246,597 in 2004; 471,158 in 2005; 521,506 in 2006, and 207,123 requests by mid-June of 2007.

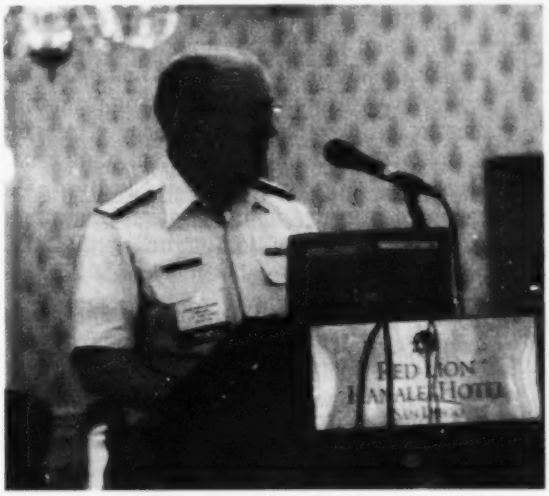


The 2006 Annual Meeting

Eighty-three persons attended the 2006 Annual Meeting of the Pacific States/British Columbia Oil Spill Task Force, which was held in San Diego, California on July 20. The meeting was hosted by the California Office of Spill Prevention and Response, and Lisa Curtis, Administrator, served as Chair. The 2006 Legacy Awards were presented (see below), Task Force Members presented updates on programs and initiatives in each member jurisdiction, and the Executive Coordinator reviewed Task Force activities over the past year as well as initiatives outlined in the coming year's work plan. The luncheon was co-hosted by the Task Force and Chevron Shipping, Company, LLC.

As the Keynote Speaker, Ryan Broddrick, Director of the California Department of Fish and Game, noted that he had served as OSPR's first Chief of Enforcement, and had been the Incident Commander for the state during several oil spills. He has observed the development of Unified Command and the Incident Command System for oil spill response, calling it a "major evolution." "If we don't respond in cohesive fashion," he noted, "there's hell to pay." He noted that the ability to respond to oil spills in remote areas or in areas of vast devastation were ongoing challenges.

U.S. Coast Guard Vice-Admiral Charles Wurster, Commander of the USCG Pacific Area, also offered welcoming remarks to the Task Force Members and meeting participants. He observed that the Pacific States/British Columbia Oil Spill Task Force is a unique and valuable forum, and that the U.S. Coast Guard was "proud to be a partner in its proactive efforts to tackle tough issues."



U.S. Coast Guard Vice-Admiral Charles Wurster, Commander of the USCG Pacific Area

A morning panel session addressed California initiatives such as the Wildlife Care Network, OSPR's volunteer program, the Harbor Safety Committees, and methods for determining Best Achievable Shoreline Protection. The theme of the meeting was "Improving Response Coordination: Transferring Lessons from the Gulf Coast to the West Coast," so the afternoon panels focused on lessons learned from the Gulf of Mexico responses to hurricanes Katrina and Rita. Speakers represented the U.S. Coast Guard, EPA, NOAA, the Texas General Land Office, Marathon Oil, Donjon Marine, and the Marine Spill Response Corporation.

Task Force Members signed the Statements of Authority for the 2006-2007 Annual Work Plan at the end of the Annual Meeting. A complete summary of all presentations at the 2006 Annual Meeting is available on our website, and contains valuable "Lessons Learned" information for the Gulf Coast experience.

THE 2006 LEGACY AWARDS

Legacy Awards are given to industry, non-profit or public agency organizations and individuals, or for team efforts. The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. Efforts to promote partnerships and involve the public are favored. Organizations, individuals, or projects nominated for the Legacy Award must be located or primarily operating in the Task Force jurisdictions of Alaska, British Columbia, Washington, Oregon, California, and Hawaii. Organizations or individuals representing a regulated industry must demonstrate a satisfactory history of compliance with state, provincial, and federal oil spill regulations.

The Pacific States/British Columbia Oil Spill Task Force awarded its 2006 Legacy Awards for excellence in Oil Spill Prevention, Preparedness, and Response at its Annual Meeting in San Diego, CA on July 20th to:

- The Clean Islands Council
- Foss Maritime Company
- Tesoro Hawaii Corporation
- The Marine Exchange of Alaska

More details on the 2006 Legacy Award winners and their outstanding efforts is available on our website at: http://www.oilspilltaskforce.org/legacy.htm

OUTREACH TO OTHER COASTAL STATES AND PROVINCES

We continued our interface with Points of Contact for Texas, Louisiana, Mississippi, Alabama, and Florida who are cooperating under the following "terms":

- They receive the our news clippings and informational emails;
- They can join the information sharing at the Coordinating Committee meetings in person or by speaker phone;
- We advise them of federal rulemakings of interest, and if the Task Force decides to submit comments, give them an opportunity to sign on;
- Their agency links have been added to our web site;
- They can contact our Coordinating Committee members anytime on any topic, just as the Coordinating Committee can contact them and did in December regarding the issue of states' roles in large scale-events (see the "Preparedness/Response" section above); and
- As Points of Contact (POCs) for this information sharing, they are also our POCs for mutual aid requests.

Similar outreach to East Coast states and provinces was targeted in the 2006-2007 Annual Work Plan, but we found little time to do so. This outreach will be carried forward to our 2007-2008 work plan.

Legacy Awards Ceremony, San Diego, California, July 20, 2006. From left to right: Don McElroy, Senior Vice President, Foss Maritime; Captain Sam Nelson of the Justine Foss; Kim Beasley, General Manager, Clean Islands Council; Ed Page, Executive Director, the Marine Exchange of Alaska; Mark Smith, Vice President of Supply & Trading for Tesoro Maritime Company; and John Thielst, Marine Operations Group Superintendent, Tesoro Hawaii

OTHER TASK FORCE COMMUNICATIONS AND OUTREACH ACTIVITIES

- Pursuant to our focus on submitting Task Force consensus comments on federal initiatives, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals. We have been tracking such rulemaking as non-tank vessel contingency plan requirements, towing vessel inspection rules, response capabilities, and the salvage/firefighting, no rules were published during this past work year. Copies of our comments are always available at: http://www.oilspilltaskforce.org/comments.htm
- The Coordinating Committee of the Task Force held its quarterly meetings in Vancouver, British Columbia, Seattle, Washington, Portland, Oregon, and Monterey, California over this past work year. These meetings provide opportunities for information exchange as well as decisions on administration and implementation of projects outlined in our Annual Work Plan. The Task Force Coordinating Committee met with representatives of the British Columbia Marine Spill Coordination Committee (Environment Canada, the Canadian Coast Guard, Burrard Clean Operations, Transport Canada, and the Ministry of Environment) during their fall quarterly meeting. They met with the Prevention, Preparedness, and Response officers from the U.S. Coast Guard Pacific Area during their winter meeting, when they also participated in the Clean Pacific Program Committee meeting. Summary notes are available on our website for all Coordinating Committee meetings.
- Until her term expired in January of 2007, Jean Cameron served as a member of the U.S. Coast Guard's Navigation Safety Advisory Council (NAVSAC), where she worked with representatives of the maritime community to prevent oil spills by promoting navigation safety through applications of and revisions to both the inland and international "rules of the road," advice on implementation of various Coast Guard programs, and reviews of safety issues associated with developments in maritime and navigation technology. Jean Cameron also represents the Task Force on the Pacific Region Quality Steering Committee of the American Waterways Operators and the US Coast Guard. This team is focused on improving safety in towing operations on the West Coast.
- During the past year, Jean Cameron provided briefings on the Oil Spill Task Force and our key projects to OSPR's Technical Advisory Committee and to API's Spills Advisory Committee. In addition to the Clean Pacific Program Planning Committee meeting in January, she attended the

Photo courtesy of Roo Photography

Even the tiniest creatures deserve the benefits of regional cooperation!

Banff/2007 Pipeline Integrity Workshop in April and the Oiled Wildlife Care Conference in June. She also attended the Washington Citizens Advisory Committee on Pipeline Safety in May and the Washington Oil Spill Advisory Council meeting in June. Ms. Cameron represented the Pacific States/British Columbia Oil Spill Task Force at the retirement ceremony for USCG CAPT Robert Lorigan, Chief of Staff for District 11, and at the Change of Command ceremony for the Commander of the USCG Pacific Strike Team. She also observed NOAA's Safe Seas drill in San Francisco in August of 2006,which included a Places of Refuge aspect, and attended a meeting of the California area committees in Oakland, CA to discuss Places of Refuge issues.

- Ms. Cameron responds to information requests throughout the year. One information request this year was from Karen Chu, an art student at the University of Southern California who received a grant to travel from California to Alaska to research her thesis on oil spills. We provided contacts for her in California, Oregon, Washington, British Columbia, and Alaska. You can see the results on her website: www.barrelsofsea.com. Be sure to click on "artwork" to see the paintings that evolved from her tour.
- With regard to "internal communications" among member agencies, the Executive Coordinator frequently provides a summary of news clippings on events and issues of interest to the Task Force. She also maintains a Contact List of Task Force and Coordinating Committee members and produces a Mid-Term Report to the Task Force Members. All member agencies regularly exchange questions as well as information on their initiatives and activities.
- The Executive Coordinator and Coordinating Committee worked together to develop an Annual Work Plan for 2007-2008, which will be adopted by the Task Force Members in early July and will be available thereafter on our website: www.oilspilltaskforce.org.

In addition to their dedication of staff and resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC), DIVISION OF SPILL PREVENTION AND RESPONSE

PROGRAM MISSION

The mission of the Division of Spill Prevention and Response is to prevent, respond and ensure the cleanup of unauthorized discharges of oil and hazardous substances. The Alaska Department of Environmental Conservation's Division of Spill Prevention and Response (SPAR) is responsible for protecting Alaska's land, waters, and air from oil and hazardous substance spills. Alaskans have made a concerted effort to prevent and clean up spills. Significant progress has been made in the safe handling, storage and transportation of oil and chemicals and the cleanup of historic contamination. While we will never totally eliminate the risk of spills, we are constantly learning how to better manage that risk. SPAR pursues its mission in three important ways:

Prevention – Ensuring a safer Alaska through the spill-free handling of oil and chemicals. SPAR ensures spill prevention through the review and approval of prevention plans for oil terminals, tank vessels and barges, railroads, refineries, and exploration and production facilities; the underground storage tank spill prevention program; technical assistance to industry and the public; risk reduction measures; inspections; and, education and training in proper spill prevention and response methods.

Preparedness – Making industry and government better prepared to respond to spills. SPAR ensures response preparedness through the review and approval of oil discharge contingency plans; inspections; spill drills and exercises; partnerships with local communities and other state and federal agencies; pre-positioning of response equipment for local use; maintenance of statewide and regional spill response plans; and implementation of the Incident Command System for spill response.

Response – Keeping Alaska cleaner through rapid response and cleanup of contaminated sites. SPAR ensures an effective response through the identification and rapid abatement of dangerous acute human exposures to hazardous substances; timely characterization and remediation of chronic health exposure risks from hazardous substance releases; mitigation of the effects of spills on the environment and cultural resources; and restoration of property value and usability through adequate cleanup.

NEW TASK FORCE MEMBER

The Commissioner of ADEC, Larry Hartig is an attorney with more than 20 years experience in environmental law, regulations, permits and land use issues. Prior to his appointment in 2007 by Alaska Governor Sarah Palin he was in private practice as an attorney with the Anchorage law firm of Hartig Rhodes Hoge & Lekisch, PC. Joining the firm in 1983, Mr. Hartig worked primarily on environmental, natural resources, and commercial matters. His practice included assisting clients in obtaining environmental and other permits for natural resource development projects, as well as projects involving environmental compliance, and cleanup of contaminated properties. Clients included government, private developers, industry and Native Corporations, among others. He also worked as a landsman in the Land/Legal Department of Alyeska Pipeline Service Company between 1972 and 1976.

Mr. Hartig has a B.A. from the University of Utah and received his J.D. from Lewis and Clark College. He is a member of the Alaska Bar Association, and a former member of the State Board of Forestry.

Commissioner Hartig

SPILL RESPONSES

ADEC received reports of 1,622 oil spills, 107 brine spills, and 366 hazardous substance spills in calendar year 2006. The Department conducted 249 field responses to oil spills, 9 field responses to brine spills, and 37 field responses to hazardous substance spills. The Department estimates that 308,906 gallons of oil, 2,593 gallons of brine and 10,640 gallons of hazardous substances were spilled in 2006. Of the 255 oil spills exceeding the Task Force data threshold of one barrel to land or water; 169 were from facilities, 22 from vessels, and 19 from vehicles and 45 were from other sources.

In 2006, ADEC initiated emergency responses to 32 significant/potential oil and hazardous substance spills statewide and continues to monitor ongoing cleanup and recovery activities. The releases involved commercial and fishing vessel groundings, tank truck rollovers, overfills, ammonia releases from vessels and fixed facilities, and process water spills due to corrosion of piping. ADEC responders actively worked 2,095 spill cleanups throughout the state and removed the risk by cleaning up contaminates at sites and then closing or issuing "no further action" letters for 1,804 spills. Thirty two cases were transferred to DEC's Contaminated Sites Program for long-term cleanup and monitoring, and 17 cases to the Department of Law for enforcement action. The state's response depots were activated for several spills, accessing 11 of the state's response depots in Anchorage, Auke Bay, Bethel, Dillingham, Dutch Harbor, Fairbanks, Kake, Soldotna, Valdez, Wasilla, and Whittier.

ADEC staff continued to respond to the *M/V Selendang Ayu* grounding in Dutch Harbor which spilled 354,218 gallons of IFO and other oils. The cleanup and inspections with landowner representatives were completed during May and June 2006. On June 23, 2006, the Unified Command determined that shoreline cleanup operations initiated as a result of the grounding and breakup of the *M/V Selendang Ayu* were complete.

During the *M/V Selendang Ayu* response, the State of Alaska provided for extensive water quality sampling and the information was used to meet the State's zero tolerance policy for oil or fuel contamination of food products sold for human consumption by anticipating and preventing oil impacts to commercial fishery resources. As part of the lessons learned identified from this response, ADEC PERP determined that many of the sampling methods used in Unalaska would be applicable during spill responses in other areas of the state where commercial fishing occurs. ADEC contracted with Nuka Research and Planning to develop the manual documenting the techniques and methods used.

MAJOR RESPONSES

T/V Seabulk Pride Grounding:

In the early morning hours of February 2, 2006, the 574-foot double-hulled/double-bottomed tanker *Seabulk Pride* broke away from its mooring at the Kenai Pipeline Company (KPL) Dock while loading oil products. This marine casualty occurred during extremely heavy icing conditions. Heavy vacuum gas oil (HVGO) and gasoline were the two products being loaded using two HVGO hoses and one gasoline hose. All motor operated valves were closed prior to the hoses parting minimizing the spillage of oil; however, approximately 2 barrels (84 gallons) of gasoline spilled into the waters of Cook Inlet, approximately 2 barrels of HVGO spilled to the KPL Dock, and approximately 3 barrels (126 gallons) of HVGO spilled to the deck of the *T/V Seabulk Pride*.

The vessel drifted for a short time and ran aground approximately 200 yards north of the KPL Dock at 5:25 a.m. The vessel had the following oil cargo on board: 94,951 barrels of vacuum tower bottom blend (VTBB), 5,346 barrels of bunker oil, 1,135 barrels of gasoline, 12,400 gallons of HVGO, and 2,393 barrels of #2 diesel fuel. Initial soundings indicated that the cargo tanks were intact.

A Unified Command was established and an incident management team including Tesoro, Seabulk International, ADEC, and the U.S. Coast assembled at the CISRPI Command Post in Nikiski. Tugs were dispatched from Anchorage, Kachemak Bay, and

Prince William Sound to assist with the re-floating of the tanker. The tanker was pulled free of the grounding location at 8:34 a.m. the next morning, February 3, 2006, after removing ballast water from the double hull tanks. No additional oil was released while the vessel was aground. Under escort, the *T/V Seabulk Pride* proceeded to Kachemak Bay where surveys were conducted by the classification society (ABS) and the U.S. Coast Guard. Two small cracks were found in the #5 port ballast wing/double-bottom tank for which a cement patch was installed as a temporary repair. The tanker departed Kachemak Bay on February 8, 2006 for Puget Sound, to offload cargo in Anacortes, Washington.

Gathering Center 2 Oil Transit Line Release:

On March 2, 2006 a driver smelled petroleum while passing from Gathering Center 2 (GC-2) to GC-1 and discovered a major crude oil release from the transit line. ADEC responded rapidly, joining the Unified Command at BPXA's Emergency Operations Center. Approximately 201,000 gallons of crude oil were released from a corrosion hole in the 34 inch crude oil transmission pipeline impacting nearly two acres of tundra as well as a frozen lake. A massive response was mounted removing approximately 177,000 gallons of liquid oil as well as over 5,000 cubic yards of contaminated soil. Subsequent to removing the contamination the spill area was backfilled with rich local topsoil and revegetated using chunks of living tundra vegi-mat. Long term assessment of the site restoration is ongoing. The pipeline is still out of commission, but a bypass line was connected to allow GC-2 to transport oil again.

Kuparuk 2M Produced Oil Line Failure:

On March 9, 2006 an estimated 700 gallons of produced water with trace amounts of crude oil were released from the 2M - PO Line in Kuparuk as a result of internal corrosion. ConocoPhillips immediately initiated response and cleanup efforts to minimize the spill impact. Subsequent inspection indicated that the line was suffering from multiple areas of internal corrosion. An investigation team was convened and has made recommendations for future management of the line to slow further corrosion and provide for better corrosion-monitoring.

M/V Cougar Ace:

On July 24, 2006 the *M/V Cougar Ace*, a 654-foot car-carrier home ported in Singapore, developed an 80 degree list and began taking on water. The Alaska Air National Guard and Coast Guard aircraft crews responded and rescued the 23 crewmembers. The " roll on/roll off " vessel was carrying 4,813 vehicles from Japan to Vancouver B.C., in addition to 142,184 gallons of intermediate fuel oil (IFO 380) and 34,182 gallons of marine diesel. In addition an undetermined amount of lubricant and transmission fluids spilled from the vehicles onto the car decks while the vessel was keeled over. Additional sheens were observed coming from the aft section of the vessel and from the bow thruster area during the first few days of the incident.

An Incident Management Team (IMT) was established in Anchorage that consisted of Mitsui OSK Lines, Titan, O'Brien's Group, Nippon Salvage,

USCG, ADEC, ADNR, ADFG, DOI, NOAA, and the USFWS. The IMT managed the mobilization of numerous marine vessels for assistance and developed a re-righting plan. The Coast Guard Cutters Rush and Morgenthau assisted on-scene. The Cutter Sycamore was mobilized to assist in any open water fuel recovery. The tug Emma Foss was diverted from Adak to assist in the towing, and the tugs Sea Victory and Gladiator were dispatched from Seattle to take over the tow from the tug Emma Foss. The vessels Makushin Bay and Redeemer were mobilized from Dutch Harbor to assist with salvage equipment from both Magone Marine and Titan. The IMT was also instrumental in the development of a towing plan and the selection of "places of refuge" along the route taken by the towing operation. Several locations were identified where work could be done if weather permitted. In addition, several other locations were identified as "no stop" zones because of the high concentrations of wildlife.

On August 8, 2006 a smaller IMT was moved to Dutch Harbor in anticipation of the *Cougar Ace* arriving at Wide Bay that same day. The decision to move the *Cougar Ace* into more protected waters was the result of several incidents, one in which a Titan marine surveyor was killed in a fall and where other salvage staff were involved in numerous near miss incidents. In addition there were several near miss incidents involving support vessels which resulted in parted lines and damage because of open water sea conditions during attempts to get salvage equipment on board and working on the *Cougar Ace*.

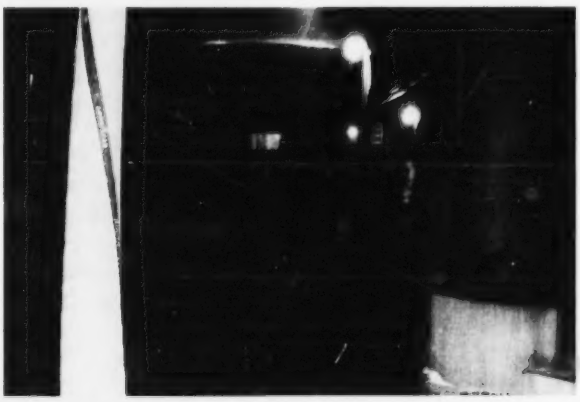
The re-righting of the *Cougar Ace* was completed by pumping all the free liquids from # 9 car deck and decks below over the side and pumping water into several large ballast tanks on the starboard side of the vessel. On September 1, 2006 the *Cougar Ace*, under tow by the tug Sea Victory with the tug Gladiator escorting departed Wide Bay en route to Portland Oregon. The *Cougar Ace* arrived in Portland, Oregon on September 12, 2006 where the vehicles were removed and repairs were completed.

BPXA Flow Station 2 Oil Transit Line Release:

On August 6, 2006 a leak developed from an Oil Transit Line (OTL) used to transport crude oil from Flow Station (FS) 2 to FS1. BPXA responded to the release by shutting in the OTL and placing secondary containment under the leaking area of the line. Vacuum trucks and response crew were deployed to the spill site. Shore-seal boom was placed around the spill site to contain the spread of oil and the vacuum truck began recovery of the free product. The spill site was then flooded with fresh water to mobilize the oil to the recovery areas. The site was drained of free standing water and the residual oil on the tundra was burned with weed burners. The site was then washed with a solution of Dawn soap. Future plans for this site are spring monitoring for oil sheen and evaluation of the tundra for restoration needs. The total spill volume was determined to be 2281 gallons released to tundra and 7392 gallons were collected in secondary containment.

GC-2 Tank 8511 Spill:

On December 19, 2006 a leak developed in a skim tank (tank 8511) used to separate crude oil from produced water at the BPXA GC2 facility in Prudhoe Bay. Tank 8511 is an elevated tank with a cone shaped bottom. The leak developed in the bottom section of the tank releasing produced water with a small amount of crude oil into the secondary containment. BPXA responded to the release by transferring as much of the liquids as they could to an alternate tank. This reduced the volume in tank 8511 to 1' 1"level. This was as far as this tank was



designed to be emptied using this method. The valve and pipe system at the bottom of the tank was designed to empty the tank completely but access to these valves was denied for safety concerns for the site workers. In an attempt to minimize the volume of crude oil released BPXA devised a system of pumping fresh water into the tank and draining it back out to the 1' 1" level. These actions were repeated until they felt that they had removed as

much of the floating oil from the tank as possible. All of the remaining liquids were then allowed to drain from the hole in the tank. The crude oil and produced water that was released went into the surrounding secondary containment system and was removed by vacuum truck through the sump in the containment. Secondary containment was cleaned using trimmers and a hot water flush to remove the ice and oil from the gravel surface. The secondary containment will be monitored this spring for oil sheen. Total volume released has yet to be determined.

NEW RULEMAKING

ADEC Industry Preparedness staff completed a major revision of the oil pollution prevention regulations at 18 AAC 75 Article 1. The revisions included:

- New regulations covering previously unregulated multi-phase pipelines (flow lines) associated with oil production;
- Complete revision and updating of facility piping requirements;
- Updating oil storage tank requirements, including new requirements for shop-built tanks;
- Revision and updating of operating requirements for oil exploration and production facilities;
- Complete overhaul of spill prevention training requirements;
- Updated recordkeeping requirements;
- Updating and clarifying national industry consensus standards adopted into regulation;
- Requirements for pre-booming of oily ballast water transfers (pre-booming is already required for crude and persistent oils);
- Updating secondary containment requirements for oil storage tanks; and
- Clarifying the prevention requirements of oil discharge prevention and contingency plans;

The new regulations became law on December 30, 2006, and will be phased into effect over the next two years.

SPILL PREVENTION INITIATIVES

Inspections:

ADEC Industry Preparedness staff conducted 78 inspections of oil terminal/tank farms, crude oil transmission pipelines, tankers, non-tank vessels, and tank barges.

Industry Contingency Plans:

Industry Preparedness staff reviewed and approved 98 new, renewal, or amended oil discharge prevention and contingency plans for facilities and vessels other than non-tank vessels. Staff also reviewed and approved, as necessary, 433 non-tank vessel contingency plans.

Well Cellar Investigation:

ADEC staff participated in a joint investigation with the AOGCC as a response to a complaint that crude oil production wells operated by BPXA on the North Slope are allowed to leak crude oil and, that this crude oil finds it way in to the adjacent tundra ponds. The complaint also stated that unsightly trash is left along the roads to blow in the wind. During July 2006 ADEC staff, AOGCC staff and a contractor for AOGCC conducted site inspections of 70 production wells that were thought to be part of the complaint. Both ADEC and AOGCC wrote final reports detailing the finds of the investigation as viewed from their regulatory roles.

Aleutian Risk Assessment:

PERP staff developed the Scope of Work to update the vessel risk assessment study for the Aleutian waters, specifically Dutch Harbor and the Unimak Pass area. A capital improvement project submitted by IPP was approved during the FY06 legislative session. A contract was awarded to Nuka Research to update the previous vessel traffic study, plus provide a presentation at the Ports and Waterways Safety Assessment Workshop held in July 2006 in Anchorage.

Aleutian Ports & Waterway Safety Assessment Workshop:

In support of that overall safety improvement activity, a formal Ports and Waterways Safety Assessment (PAWSA) for the Aleutian Islands was conducted in Anchorage, Alaska on July 24-25, 2006, sponsored jointly by the U.S. Coast Guard and the Alaska Department of Environmental Conservation. The workshop was attended by 20 participants representing waterway users, regulatory authorities, and stakeholders (i.e., organizations with an interest in the safe and efficient use of the Aleutian Islands for commercial and recreational purposes).

A Waterway Risk Model, incorporating 24 risk factors associated with both the causes and the effects of waterway casualties, was used throughout the workshop to guide discussions and numerical assessments.

The PAWSA process uses a structured approach for obtaining expert judgments on the level of waterway risk for each factor in the Waterway Risk Model. The process also addresses the effectiveness of possible intervention actions for reducing risk in the waterway. The first step in the PAWSA process is for the participants to assess their expertise with respect to the risk categories in the model. Those self assessments are used to weigh inputs during all subsequent steps. The second step is for the participants to provide input for the rating scales used to assess risk in the third step. The third step is for the participants to discuss and then numerically evaluate the baseline risk levels in the waterway using pre-defined qualitative risk descriptions. In the fourth step, the participants discuss and then evaluate the risk reducing effectiveness of existing mitigation strategies. Next, the participants are asked to offer new ideas for further reducing risk, for those factors where risk is judged to be not well balanced with existing mitigations. The effectiveness of the additional intervention actions in reducing unmitigated risk is then evaluated. Finally, the participants reevaluate their team's expertise and also evaluate the expertise of the other teams. The process produces the group's consensus of risks in this waterway and has proved to be an excellent tool for focusing risk mitigation efforts.

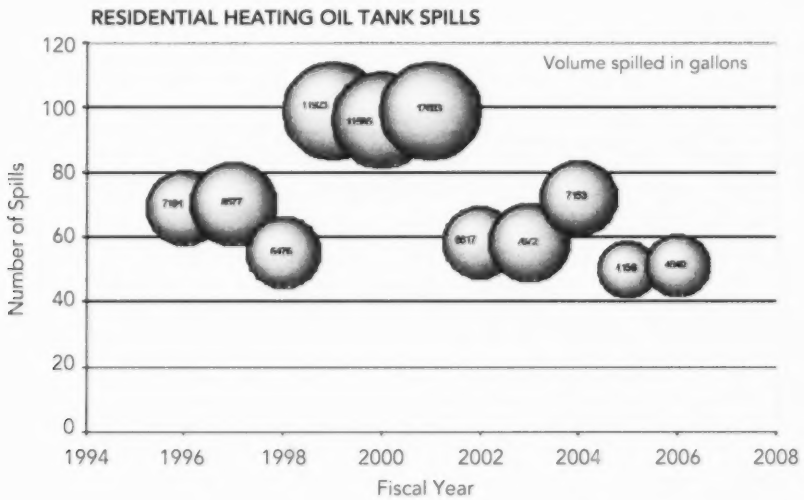
Based on extensive discussions during the workshop, concentrations of risks were noted by the participants in three locations:

- Dutch Harbor
- Unimak Pass
- North of Akun Island

The PAWSA Aleutian Islands participants judged that additional risk reduction actions were needed with respect to 14 of the 24 risk factors in the Waterway Risk Model.

Home Heating Oil Prevention Initiative:

The work on the Home Heating Oil Tank webpage has proven very successful. In 2006 there were in excess of 5,900 hits on the main Home Heating Oil Tank Program webpage and over 14,600 hits on information documents attached to the webpage. To keep the webpage fresh there is an ongoing project to continuously update the information on the page and to add new, pertinent information. In 2006 the Inspection Checklist was completely reformatted. A new pamphlet on protecting home heating oil tanks



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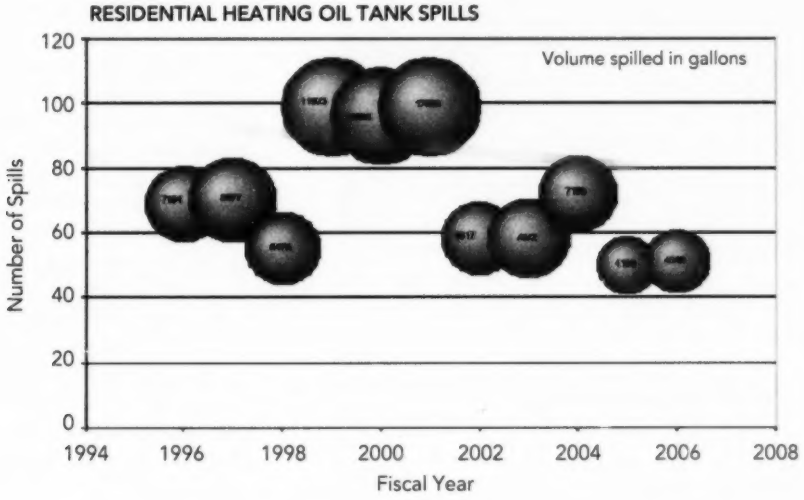


in flood and earthquake prone areas was completed. The development of a fuel tank inspection guide designed for distribution by fuel dealers was also completed. One staff member attended the Alaska Forum on the Environment in Anchorage to provide information on home heating oil tank problems and solutions. The same staff member also attended the Fresh Water Symposium in Portland, Oregon. The symposium provided an opportunity to meet and share information and ideas with representatives of other states dealing with the problem of pollution from home heating oil tanks.

A review of the heating oil statistics in the database indicates a slight increase in the number and average volume of heating oil spills. A slight variation in number and average volume of oil spills should be expected. This increase could indicate a small increase in the number of spills or possibly an increase in reporting of heating oil tank spills.

FISHING VESSEL SPILL PREVENTION INITIATIVE PROJECT

The goal of the Fishing Vessel Spill Prevention Initiative is to develop recommendations and a strategy that can be applied towards reducing the number of oil spills from fishing vessels in the State of Alaska. In 2006, the work group coordinated with the U.S. Coast Guard and local harbor masters to formulate strategies for a cooperative prevention program. The work group has also researched similar efforts developed by other U.S. coastal states.

The following specific tasks were completed:

- Data compilation – Compiled all the data analyses (ADEC and USCG) completed to date.
- U.S. Coast Guard coordination – Met with key Coast Guard Officers representing the 17th Districts Fishing Vessel Safety Program to discuss ideas and how best to coordinate our efforts and conduct a joint fishing vessel inspection program.
- State of Washington Coordination – contacted staff in the Department of Ecology (DOE) to discuss their fishing vessel prevention programs.
- Updated list of fishing vessel outreach organizations with "Points of Contact." The list serves as a long-term "Communications Network Plan" for disseminating information to fishermen.
- Continued work on developing a pamphlet for use by commercial fishermen on avoiding spills to water. Using the State of Washington DOE document as a guide, the pamphlet includes a "Small Spill Preparedness Kit Guide."
- Initiated discussions with several local harbor masters.

SPILL PREPAREDNESS INITIATIVES

ADEC maintains 43 Community Spill Response Agreements statewide and continues to expand the State's overall capacity to respond to spills by working with local communities through training and providing response equipment.

- PERP staff completed and distributed the Spill Tactics for Alaska Responders (STAR) Manual. The STAR Manual was prepared in three different sizes: one for use by the incident management team in the command post; another for use by spill response workers in the field; and a CD with both versions included for portability during a major incident.
- PERP co-chaired the Oil Spill Permits Workgroup to identify all applicable permits, forms and applications used in an oil spill in Alaska. The work group also developed a Permit Tool, available on the Internet at www.nukaresearch.com/permits, which contains electronic versions of each of the permits. The permits project was completed in June 2006.
- PERP staff developed the Scope of Work to update the vessel risk assessment study for the Aleutian waters, specifically Dutch Harbor and the Unimak Pass area. A capital improvement project submitted by IPP was approved during the 2006 legislative session.
- The Statewide Hazmat Response Workgroup met on several occasions for team updates, lessons learned from recent responses, training/exercise, and facilitated joint Hazmat and Hospital Decontamination Seminars/Workshops to discuss field and hospital decon issues. The Statewide Hazmat Response Brochure was also updated and distributed.
- PERP continued to work with Enterprise Technology Services (ETS) to revise frequency lineups for programming into the new Alaska Land Mobile Radio (ALMR) VHF radios. ALMR radios were distributed to all staff, and training

provided. Installation of 12 ALMR VHF compatible mobile radios for the PERP vehicles has been initiated. PERP ordered 5 new VHF repeaters for the statewide repeater replacement plan, which is compatible with the ALMR system.

DRILLS & EXERCISES

ADEC staff participated and evaluated 41 oil spill exercises (announced and unannounced) conducted throughout the state involving oil terminals and tank farms, crude oil transmission pipelines such as the Trans-Alaska Pipeline, crude and non-crude tankers, tank barges, non-tank vessels, and the Alaska Railroad. The major drills were the TAPS Combined Resource Exercise, VMT Drill, Prince William Sound Tanker Drill, Southeast Alaska PREP Drill and the CIPL Middle River Drill.

FEDERAL/STATE SPILL RESPONSE PLANNING

Kodiak GRS Development

From July 8, 2006 through July 15, 2006 a CART responder was deployed as a member of the Geographic Response Strategy (GRS) survey team aboard the Ursa Major II, a U.S. Fish & Wildlife Service vessel. The group traveled the Alaska Peninsula coastline to perform GRS field surveys along the shores and bays of the Shelikof Strait from Wide Bay north to Swikshak Lagoon. They were successful at surveying seventeen of the nineteen candidate sites. Poor weather conditions and high seas prevented the group from visiting two of the sites. The draft strategies developed by the survey team will be reviewed by the full GRS committee for approval. These strategies are not considered final until they have been approved by the Subarea Committee.

Potential Places of Refuge Guidelines (PPOR)

Work continued on Potential Places of Refuge projects. PPOR documents are designed to identify possible locations to a move a vessel needing assistance where actions can be taken to stabilize and/or repair the vessel, in order to protect human life, reduce hazards to navigation, and/or protect natural resources and other uses of an area. The documents contain maps, aerial photos, and information on site considerations, operational characteristics, and local knowledge.

PERP staff serves as co-chair to the workgroups that are convened to identify PPOR and provide inputs for the PPOR documents developed with the assistance of staff-managed contractors. The PPOR section was finalized for Prince William Sound (PWS) and incorporated as part of change 2 to the Subarea plan. A project to develop new PPOR documents for the Kodiak Subarea came to completion in October 2006 when the Kodiak PPOR Workgroup provided final approval.

Efforts are underway to identify more PPOR sites in Cook Inlet and to construct the documents that can be used in the event of a marine incident in these waters. PERP staff co-chairs the Cook Inlet PPOR Workgroup, which first met on November 1, 2006.

Alaska Spill Response Depot/ Corp System

The second half of 2006 saw a number of improvements made to the Local Response Containers (LRCs) in support of CSRAs. The 20-foot LRCs in Hoonah, Auke Bay and Yakutat were found to have holes rusted in their roofs and the LRC in Wrangell had a rotten floor. SART shipped the Hoonah LRC to Juneau, ordered a new container which was sent to Juneau where the Hoonah LRC contents were transferred to the new container and shipped to Hoonah in mid-October. The ex-Hoonah LRC and the Auke Bay LRC roofs were repaired by a welding company in November and the ex-Hoonah LRC moved to Wrangell. The Yakutat LRC roof has been temporarily patched until permanent repairs can be made.

SART also ordered four 10-foot containers for Juneau, Sitka, Petersburg and Ketchikan. These smaller LRCs are for communities with multiple harbors geographically separated by as much as 15 miles. These auxiliary LRCs will be stocked with 6" containment boom, line and sorbent supplies from the main community LRC and will allow much faster containment of spills from vessels which have sunk at the dock, and spills from other sources.

In support of SART's "Sunk at Dock" (SAD) Vessel preparedness project, PERP ordered additional 6" containment boom which has been delivered to Juneau, Sitka, Yakutat, Thorne Bay and Wrangell.

A new CSRA has been signed with the community of Pilot Point in the Bristol Bay area. This allows them to respond to an incident upon the SOSC's request, until DEC or contractor personnel can arrive on scene.

Statewide Hazmat Response Workgroup & Exercises

The Statewide Hazmat Workgroup met twice during this period and a major decon exercise is being planned for the summer 2007 timeframe. An updated list of Statewide Hazmat Detection Equipment was provided to the workgroup. Additionally a meeting was held with the Statewide Hazmat Steering Committee and decisions were made on which detection instruments to retain, new items to purchase, and items to delete from the inventory. The Ketchikan Ammonia Response initiative has been postponed to Fall 2007 at the request of the City of Ketchikan Deputy Fire Chief.

NEW SPILL RESPONSE INITIATIVES

10 Year Report:

A 10-Year Retrospective presenting a summary of the highlights and accomplishments of the Prevention and Emergency Response Program over the ten-year period from July 1, 1995 to June 30, 2005 was completed in October of 2006. The Retrospective identifies the progress made in major areas of Prevention and Preparedness and details significant spill response incidents. These significant spills include the M/V Selendang Ayu, the M/V Le Conte, and the TAPS 400 spill. These responses utilize the extensive preparedness efforts made by the Department. Prevention measures include PERP's Research and Development Program, the Spills Database, PERP Process for Documenting Lessons Learned from Major Spills and Drills, Home Heating Oil Initiative and the Fishing Vessel Initiative. The report may be viewed on-line at: http://www.dec.state.ak.us/spar/perp/docs/retrospective_final.pdf

Methlab Workgroup:

The PERP Methlab workgroup began editing the Department's Guidance and Standards for Cleanup of Illegal Drug-Manufacturing Sites to address statutory changes promulgated through House Bill 149. The changes require that the Department maintain the site of the illegal drug lab as a listed property for a period of 5 years beyond the date the property is certified fit-for-use. Prior to this change the property was immediately removed upon receipt of the property owner's fit-for-use certification. Additionally, the name of the property owner will be provided on the listing. Internal guidance has been revised to be consistent with HB 149. External documents and flyers are being updated for consistency as well. The final changes will be submitted to the department's regulatory specialist in January 2007 for inclusion in the department's regulation revision packet.

R&D INITIATIVES

The Charter for North Slope Development R & D projects include:

- North Slope Nearshore and Offshore Breakup Study;
- Beaufort Sea Current Study;
- Ground Penetrating Radar development for detection of oil in and under ice;
- Viscous Oil Pumping studies and development;
- Participation in a joint industry project led by SINTEF looking at all aspects of oil spill response in ice infested Arctic waters; and
- Oil Well Blowout Modeling.

ALASKA DEC'S DIVISION OF SPILL PREVENTION AND RESPONSE WEBSITE

For more information about ADEC's program, visit: http://www.dec.state.ak.us/spar/index.htm

ENVIRONMENTAL EMERGENCY MANAGEMENT PROGRAM, THE BRITISH COLUMBIA MINISTRY OF ENVIRONMENT

PROGRAM MISSION

The Ministry of Environment works to protect people, property, and the environment from spill hazards through its Environmental Emergency Management Program. The program's mission statement is: Exemplary Environmental Emergency Management through Leadership, Organization, Team Work, and Shared Responsibility.

On average, approximately 3,000 to 3,500 spills are reported to the ministry annually – most are accidental oil and hazardous material releases. Highly trained Environmental Emergency Response Officers located in regional offices throughout the province are available to respond to these spills. For large and complex spill incidents, the Ministry has two Incident Management Teams. These teams are tasked with the provincial delivery of the BC Marine Oil Spill Response Plan, BC Inland Spill Response Plan and the BC Hazardous Material Response Plan. These teams function according to the international and provincial adopted Incident Command System which includes the application of Unified Command with the Responsible Party (spiller) and other responding jurisdictions.

The Environmental Management Branch in Victoria (Headquarters) undertakes environmental emergency planning for both the Regional Environmental Emergency Response Officers and the Provincial Incident Management Teams.

SPILL DATA/STATISTICS

For the calendar year 2006, the ministry received approximately 2700 reports of hazardous materials spills in the province. Approximately 10% of these were incidents of high enough risk to require field response by our Regional Environmental Emergency Response Officers. There were two spill incidents which resulted in the deployment of our provincial Incident Management Teams over the past year.

NOTABLE SPILL INCIDENTS:

The two most notable incidents for the past year related to marine vessels along the coast of British Columbia. The Queen of the North ferry sinking along the Inside Passage of BC's north coast resulted in an unconfirmed volume of diesel oil being released to the environment. The M/V Westwood Annette incident involved the release of approximately 29,000 litres of Bunker C oil into the Squamish estuary when the vessel was punctured during its departure from a loading terminal.

There were also a number of train derailments in the Province in 2006 that resulted in minor spills which could have had more significant environmental consequences if greater damage had resulted to the rail cars involved. Unfortunately one rail incident resulted in the death of two railroad workers, and several others were injured in the various incidents, as well.

Lytton train derailment with spill visible along shoreline

Queen of the North

The BC Ferries vessel *Queen of the North* struck Gil Island and sunk to rest on the ocean floor at approximately 400 meters depth, on March 22, 2006. With the assistance of Hartley Bay First Nations and the ship's crew, all but two of the ships passengers and crew were rescued and taken to safety.

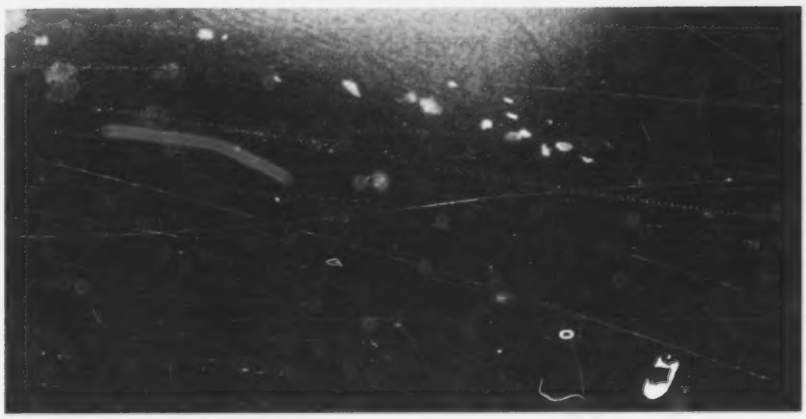
After the initial release of diesel fuel, the release rate stabilized to an ongoing rate of approximately one to five litres per hour. Unified Command has continued to monitor the situation and has created a number of

contingency plans to deal with ongoing releases and the possibility of larger volume releases. It has been established that the ferry was carrying approximately 220,000 litres of diesel fuel, as well as 15,000 litres of lube and hydraulic oils.

Local First Nations have received spill response and shoreline cleanup and assessment training and have been supplied with equipment to provide an immediate response to any sudden release of oil from the vessel.

BC Ferries has now completed consultations with a number of salvage companies to examine the feasibility of recovering the ship and/or removing the remaining diesel and oil from the vessel. The findings were presented to a technical working group which included both the Canadian Coast Guard and the British Columbia Ministry of Environment. Based on the information put forward and the uncertainties remaining, the BC Ferry Corporation has stated that they will not attempt to retrieve the fuel at this time.

The BC Ministry of Environment and other stakeholders are actively monitoring the situation and will continue to work with the responsible party to ensure that the risks posed by the sunken vessel are properly managed. It is envisaged that a long term monitoring project will need to be implemented to ensure on-going protection of the environment and public safety.



Upwelling of diesel from sunken Queen of the North Ferry

M/V Westwood Annette

On August 4, 2006, the *M/V Westwood Annette*, departing under tow from the Squamish docks under high wind conditions, punctured a starboard fuel tank on a metal piling. The damage to the tank resulted in the release of approximately 29,000 litres (243 barrels) of Bunker C oil into the Squamish estuary.

M/V Westwood Annette and visible bunker C oil

High inflow winds blew the oil onto the shore near the terminal and into the estuary of the Squamish River. The estuary marshes were heavily contaminated; fortunately, there was only minor oiling of Howe Sound due to the inflow winds that prevented the oil from spreading further. The high amount of glacial sediments flowing into the estuary from the Squamish River assisted in naturally cleaning the oiled shoreline and marshes.

The British Columbia Ministry of Environment activated one of its Incident Management Team to assist with spill response efforts and ensure public safety and protection of the environment. The Province established a Unified Command with the responsible party (Gearbulk Holding Ltd.). Burrard Clean Operations responded on behalf of the Responsible Party to contain and remove mobile oil using booms and skimmers. Several shoreline cleanup and assessment teams were activated to assess the level of shoreline contamination and a workforce was established to clean up stranded oil on beaches and in the marsh.

Monitoring of the estuary and marshes continues by the Ministry and other agencies, with on-going stakeholder involvement. Local environmental groups remain concerned over the amount of residual oil still visible in the marsh areas. Leaving the remaining oil in place to naturally attenuate was agreed to by Unified Command as being preferable to causing longer term damage to the marsh as a result of using mechanical removal techniques in this sensitive environment.

NEW LEGISLATION

The program completed an external review of our existing environmental emergency legislation and has now formed an internal legislative review team to assess the findings. The review team will examine the report's recommendations as well as any other gaps identified by staff, including consideration of possible alternative funding mechanisms for the environmental emergencies program that would require legislative change to institute. The review team will provide recommendations that will move through the ministry's committee process for further consideration.

The Province's Spill Reporting Regulation also requires updating to correct references to the federal Transportation of Dangerous Goods Regulation that was changed in 2006. The required changes to synchronize the Spill Reporting Regulation with the Federal Transportation of Dangerous Goods Regulation will be a key priority in 2007.

SPILL PREPAREDNESS AND PREVENTION INITIATIVES

Below are some of the major spill preparedness and prevention initiatives the British Columbia Ministry of Environment has been working on over the past year. There are a variety of other initiatives underway that will further contribute to the prevention and preparedness for spills in the province.

Railway Sector Review

The Environmental Emergency Management Program undertook a review of the railway sector and its operations in the Province. The first phase of the review "BC Railway Sector Review on Environmental Preparedness and Response Capacity" has now been completed and planning is underway for the second phase.

The review was initiated by the BC Ministry of Environment and subsequently became a joint project with Environment Canada. The report reflects consultation with the regulatory agencies, railway companies, and contractors affiliated with rail-line operations and emergency response in British Columbia.

The study team is comprised of emergency personnel from the BC Ministry of Environment's Environmental Emergency Management Program and Environment Canada that brought both technical and incident management expertise to this analysis.

The analysis examined the five largest railways operating in British Columbia: Canadian National Railway (CNR), Canadian Pacific Railway (CPR), Burlington Northern & Santa Fe (BNSF), Southern BC Railway (SRY) and Esquimalt & Nanaimo (E&N).

Phase one of the study identified the following issues for further consideration:

- Incident management capacity
- Operational spill response capacity
- Impact and assessment capacity

The final report from phase one will be available soon and planning is currently underway for phase two. Phase two will include the development of a workshop(s) with the railways and various regulatory agencies to further examine the findings of phase-one report and to identify additional activities or improvements that can be made to the rail sector's preparedness and response capacity.

Coastal First Nations Workshop on Marine Spills

The Environmental Emergencies program partnered with Burrard Clean (Canada's certified spill response cooperative on the west coast) to organize a workshop on marine spills with coastal First Nations.

Recent experience with First Nation involvement at both the Queen of the North ferry sinking and the M/V Westwood Annette spill highlighted the need for better integration of First Nations into marine spill response. It was also recognized that coastal First Nations, due to the location of their communities and lands along the coast, are likely to be impacted and often provide the closest resources to possible spills sites.

The first half of the workshop was an information-sharing session to provide a better understanding of the roles and responsibilities of the various players. This provided the First Nations communities impacted by the two spills noted previously an opportunity to share their experience and concerns. The second half of the workshop focused on sessions designed to identify issues, ideas for their resolution and training and exercising opportunities to better integrate First Nations into spill response and Unified Command.

Further work will continue in 2007 to develop solutions to the identified issues as well as to identify joint training and exercising opportunities between First Nations and the other stakeholders. Conveying the Province's invitation for coastal First Nations to join in Unified Command during a marine spill has been a key accomplishment to date. The Ministry will continue to facilitate First Nations involvement in spill response both for marine and terrestrial spills.

Oiled Wildlife Planning

The Environmental Emergencies Program is also working to address the challenges associated with the oiled wildlife response structure in Canada as they were highlighted during the recent marine spills. Although most species of birds and mammals, especially in the marine environment, are under the authority of the Canadian federal government, the Province views the treatment of oiled wildlife as a critical component of spill response, and is therefore taking an active role in improving this capability.

The Province has now drafted an oiled wildlife response plan that we are both building on and sharing with other agencies and stakeholders for comments. The Province is looking forward to the development of a workshop on oiled wildlife in 2007 with all agencies and stakeholders. Deliberations have already begun with federal agencies, the west coast spill response cooperative, and other key stakeholders to organize this workshop and to ensure that our respective plans will work in a complimentary fashion when implemented.

ENVIRONMENTAL EMERGENCY MANAGEMENT PROGRAM'S WEB SITE

For more information about the Ministry of Environment's program for managing environmental emergencies related to spills see: http://www.env.gov.bc.ca/eemp/

THE CALIFORNIA DEPARTMENT OF FISH AND GAME'S OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR)

MISSION

The mission of OSPR is to provide best achievable protection of California's natural resources by preventing, preparing for, and responding to spills of oil and other deleterious materials, and through restoring and enhancing affected resources.

OSPR'S SHARED VISION

We have an organization that:

- Is the Premier Agency for all aspects of spill prevention, response, and restoration;
- Operates with integrity;
- Is transparent and open;
- Values one another;
- Communicates and creates connections;
- Anticipates needs and is proactive;
- Inspires confidence and creativity; and
- Provides great service.

PROGRAM MISSION

OSPR, a division of the California Department of Fish and Game (DFG), is the lead State agency for marine and off-highway oil spill prevention and response in California. The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 established OSPR and provides the Administrator with substantial authority to direct spill response, cleanup, natural resource damage assessment and restoration.

NEW TASK FORCE MEMBER

Governor Arnold Schwarzenegger appointed Ms. Lisa Curtis as the Administrator of OSPR on July 10, 2006. Prior to Ms. Curtis' appointment, she was appointed Deputy Administrator on November 9, 2004 and served as "Acting" Administrator from September 22, 2005 until her appointment as Administrator.

Ms. Curtis held the position of Chief of OSPR's Enforcement Branch from October 2001 to November 2004. In this capacity, she oversaw DFG/OSPR's statewide pollution response and enforcement efforts. She served in different management capacities with DFG from 1997 to 2001. This included managing the sport and commercial fishing enforcement efforts, public outreach, and hunter education in southern California. From 1991-1996, she served as the Incident Commander for moderate and large marine oil spills. She was also responsible for reviewing and enforcing regulations affecting oil spill response organizations, tug escorts, oil transfers, oils spill contingency plans, and financial responsibility requirements. Additionally, she worked directly with the United State Coast Guard's (USCG) Eleventh District in a one year assignment in 1993 where she developed the protocols to implement the Memorandum of Agreement, which defines how DFG and the USCG work together for marine oil spill response and preventions efforts to minimize duplication and protect California's resources and interests.

Lisa Curtis

Ms. Curtis was one of the founding members of the Standardized Oil Spill Response Management System Task Force that created and produced a spill response field operations guide in 1995. The field operations guide is still currently used by Federal, State, local and oil industry personnel. In 1995, she was awarded a USCG Public Service Commendation and a DFG letter of Commendation for this effort. She also earned OSPR's Officer of the Year award in 1995. She has a variety of experience related to California's coastal oil spill prevention and response efforts.

Ms. Curtis possesses a B.S. degree in Criminal Justice and a M.A. degree in Organizational Management. She is a graduate of the F.B.I. National Academy. She currently holds her Advanced Peace Officer Standards and Training Certification. She has been with DFG since 1987.

SPILL DATA

DFG/OSPR's Spill Notification Analyst reviewed 7,415 reported pollution incidents for 2006. There were 2,691 (75%) inland petroleum incidents and 910 (25%) marine petroleum incidents for a total of 3,601 California petroleum incidents for the year. DFG/OSPR responded to 910 (100%) of the marine incidents and 573 (21%) of the inland incidents. Of the 3,601 total petroleum incidents, 816 inland and 39 marine incidents (a total of 855 incidents) met the Task Force reporting threshold of forty-two (42) gallons (one barrel).

As of June 1, 2007, DFG/OSPR has received and analyzed 3,333 pollution reports impacting the State of California. Of these, 1,688 were petroleum based spills which impacted waters of the State and met the Task Force reporting threshold (472 marine spills/1,216 inland spills).

OSPR has developed a new Incident Tracking Database System to provide OSPR with greater detailed information for statistical evaluation of marine and inland spill incidents. The new system completed testing and went live January 1, 2007. The data providers for this system are OSPR's Field Response Team members. The first data output of this new information system will be reported to the Task Force for inclusion in the 2007 calendar year analysis.

JANUARY 2006-MAY 2007 INCIDENTS

Top 2006 Incidents

***Barge Holland*/Stockton (4/5/06)** - As much as 10,129 gallons of diesel and motor oil was released from a 134-foot, 1920s-era crane barge used to build some of the Delta's levees. The hull was breached and below-deck doors were left open, during rainy season. It sank when the person responsible for pumping water out failed to keep up with the need.

***F/V Miss Kelley*/Ft. Bragg (1/26/06)** - A ishing vessel struck rocks near the entrance to Noyo River, spilling approximately 2,000 gallons of diesel fuel and other motor oils. The remote location and surf made standard cleanup methods impossible.

Miss Kelly

Sabek/I-80/Vallejo (6/23/06) - A tank truck jackknifed on the I-80/780 interchange in Vallejo, spilling 4,500 gallons of diesel. A half-mile of creek & vegetation was contaminated. Six oiled ducks were captured, treated, and released.

VSS EmulTech/Klamath River (8/18/06) - A tank truck overturned and spilled roughly 3,000 gallons of chip seal – petroleum product used in road repair – into the Klamath River from Hwy 96 at mile 70.5.

Klamath River clean-up

BP Pipeline/Long Beach (9/8/06) - A BP pipeline released 43,000 gallons of "gas-oil" in an industrial area occupied by BP and the Union Pacific Railroad. The oil went down storm drains and then into an underground pump room, where it was contained. It never reached a waterway.

Top 2007 Incidents

Vintage Production/Tar Creek (1/30/07) - A 210-gallon oil spill on private land within the Los Padres National Forest boundary occurred in Tar Creek, near the Sespe Condor Sanctuary and Sespe Wilderness in northern Ventura County. Vintage Production California reported the break in a 27/8 inch wastewater line, which also spilled about 50 barrels of groundwater.

On February 6, 2007, a second leak in the same pipeline was discovered in a dry tributary of Tar

Creek, above and in close proximity to the first leak. The second leak spilled approximately 20 gallons of medium-weight oil mixed with approximately 80 gallons of groundwater.

Quagga Muscle Threatens State's Inland Waterways (02/01/2007) – DFG/OSPR spearheaded a multi-agency taskforce to counter the threat of the invasive Quagga muscle's entrance to the State's inland waters. The multi-agency teams responded with surface and underwater inspectors to determine the extent of the Quagga muscle threat. Quagga muscles had been found and observed in and around the waters near Lake Havasu. Responding teams continue to monitor this invasive specie.

Central Coast Tarballs (2/12/07) – Following a large storm, numerous tarballs washed ashore between San Francisco's Ocean Beach and Asilomar Beach in Pacific Grove. Sample analyses by OSPR's Petroleum Chemistry Laboratory indicate that they were Monterey Formation oil, suggesting the source was likely a natural seep.

UPRR/American River Trestle Incident (3/23/2007) – DFG/OSPR personnel assisted the Union Pacific Railroad (UPRR) in responding to a railroad trestle fire on the American River in Sacramento. The fire, fueled by creosote-treated railroad ties, was brought under control by local fire companies. OSPR personnel monitored the habitat cleanup and restoration as well as the collection and proper disposal of the fire suppression run-off in this incident. The UPRR trestle was totally rebuilt and is fully operational.

Shell Pipeline/I-580/Tracy (4/17/07) – Approximately 4,000 gallons of California production crude oil was released from a Shell pipeline along Interstate 580 near Bird Road in Tracy. The oil flowed down an embankment onto the shoulder and directly onto the freeway. Afternoon commute traffic was snarled for hours, as it was diverted off 580 to avoid the spill.

Los Angeles Harbor Mystery Spill (4/19/07) – A sheen of Red dye diesel appeared in the Los Angeles Harbor near Berth 240. Investigators estimated the spill to be approximately 210 gallons, but the source was unknown.

Pacific Energy Partners Marine Terminal/ Martinez (4/23/07) – A pipeline on the Pacific Energy Partners terminal failed and spilled an estimated 42 gallons of crude oil into Carquinez Strait.

On-Going Cleanup Projects in 2006-2007

***SS Palo Alto:* "Cement Ship" at Seacliff State Beach Now Safe for Wildlife** – The *SS Palo Alto* oil removal project at Seacliff State Beach in Aptos is finished, ahead of schedule and within budget. The Unified Command – OSPR, the Department of Parks and Recreation, the U.S. Coast Guard, and contractor Titan Maritime – were pleased with the cooperative spirit of the team.

After a lengthy investigation and oil fingerprinting, OSPR's Petroleum Chemistry Laboratory identified the "cement ship" as the source of oil that was killing seabirds south of Santa Cruz. (See, "OSPR NEWS", Summer 2005, p. 2.) Authorities had

SS Palo Alto

believed that all oil had been removed from the vessel long ago. The 87-year-old ship is in an accelerated state of deterioration, allowing wildlife access to internal compartments.

Between September 2004 and July 2006, forty-five (45) live oiled seabirds (Brandt's Cormorant, Double-crested Cormorant, Brown Pelican, Western Gull and Heerman's Gull) had been captured and taken to the San Francisco Bay Oiled Wildlife Care and Education Center in Cordelia, California.

Staff and volunteers of the Oiled Wildlife Care Network – primarily International Bird Rescue Research Center – stabilized, cleaned, and rehabilitated nineteen (19) birds that were healthy enough to return to the wild. Another eighteen (18) died, and eight (8) were in such poor condition that they had to be humanely euthanized.

Another twenty-four (24) dead, oiled Cormorants and one (1) Common Murre were collected at Seacliff State Beach and taken to OSPR's Marine Wildlife Veterinary Care and Research Center in

Santa Cruz, California. Most of the birds were collected by OSPR and State Parks staff, Native Animal Rescue, and members of the public.

All of the oil aboard the old ship was found in one (1) port-forward bunker tank, which was configured like an animal trap. It had a long, narrow, vertical opening that led to the horizontal, rectangular tank. Birds could get in, but most couldn't get out.

Approximately 505 gallons of oil, 125 cubic yards of oily sand and residue, 173 dead birds, two dead harbor seals, and uncountable animal parts in various stages of decomposition were removed from the tank. The hazardous materials were turned over to an oil spill response organization, which disposed of them at licensed Class 2 dump sites.

Tale of Two Whales (03/13-03/30/2007) – DFG/OSPR personnel assisted a number of other State and local agencies in their efforts to rescue two injured Humpback whales (a mother and her calf) stranded in the Sacramento-San Francisco Bay Delta. Officials now believe both whales have made their way through the Golden Gate Bridge to rejoin other whales feeding off the California coast.

Humpback whale in Sacramento-San Francisco Bay Delta.

NEW LEGISLATION:

Assembly Bill 2274 (Karnette)

The bill requires any local, regional, or statewide agency responsible for emergency preparation and response activity to coordinate with all harbor agencies within its jurisdiction to ensure integration of the harbor agencies' emergency preparation, response, and evacuation procedures with the agency's activities and plans for response to conditions constituting a local or state emergency.

Senate Bill 497 (Simitian)

Regarding marine invasive species, vessels carrying or capable of carrying ballast water must take specified actions to minimize the uptake and release of non-indigenous species. By January 31, 2006 the State Lands Commission was to submit to the Legislature and make available to the public a report that recommends specific performance standards for the discharge of ballast water into California waters. And by January 1, 2008 the State Lands Commission must adopt regulations requiring an owner or operator of a vessel carrying, or capable of carrying, ballast water operating in California to implement certain interim and final performance standards for the discharge of ballast water. Also the Commission must disseminate to the Legislature and the public information on the efficacy, availability, and environmental impacts of currently available and experimental technologies for ballast water treatment systems.

The bill requires DFG to annually update inventory data of the location and geographic range of non-indigenous species in specified waters, and also requires DFG to convene a scientific review panel to evaluate the effectiveness of, and make recommendations for, specified biological monitoring and research activities.

OSPR is currently conducting biological surveys of the coastal and estuarine waters in support of the Marine Invasive Species Program enacted under AB 433 in 2004. The sheer size of the California coastline and the lag time involved for new species to become established necessitates monitoring over a long time horizon. OSPR staff currently consults with biologists, taxonomists and other scientists with expertise in NAS introductions when developing study plans for the required surveys. Convening a scientific review panel would be a continuation of past practices. OSPR posts study data to the internet as it becomes available, thus providing annual updates is consistent with current practices.

Assembly Bill 2485 (Jones)

The bill creates a new temporary funding source – in the form of a voluntary check-off on State tax returns – to support increased investigation, prevention, and enforcement actions to decrease sea otter mortality and to provide for research and programs related to sea otters. The funding may also be used to fund research focused on reducing sea otter mortality from non-point source pollution, and

developing water and wastewater treatment technologies for pathogens or other causes affecting sea otter mortality.

There is evidence that pathogens in used cat litter affect sea otters, so the bill also requires that any cat litter offered for sale in California contain a general statement that encourages the disposal of cat feces in the trash and discourages flushing cat feces in toilets or disposing of them in drains.

Senate Bill 771 (Simitian)

Although this bill was chaptered in 2005, it has provisions relevant in 2007. The bill requires the person in charge of an oceangoing vessel (i.e., 300 gross registered tons or more) to maintain information on board regarding: the vessel's ability to store graywater and blackwater while in California waters, including the size and capacity of any gray water and backwater holding tanks, marine sanitation device information, and connections to transfer sewage and graywater to pump-out facilities. This information was to be collected by the State Lands Commission and forwarded to the State Water Resources Control Board by February 1, 2007. The Board must then submit the reported information to the Legislature by October 1, 2007.

NEW RULEMAKING:

Revised Certificates of Financial Responsibility (COFR) Regulations

The amendments made minor, clarifying changes to the COFR regulation language. Also, the COFR Applications were amended by specifying an unacceptable type of e-mail file transmission, by adding more options for submitting the COFR application and fee, and by making the format of all the applications consistent. The California Endorsements have also been amended so that the forms now include all damages that are to be covered by the owner/operator's insurance, and lists which defenses are allowed and prohibited. The Notice of Proposed Rulemaking was mailed in December 2005, with the end of the comment period on January 31, 2006. The regulation amendments were approved and went into effect in May 2006.

Bollard Pull Recertification for Escort Tugs

The regulations for all escort tugs throughout the state have been amended to allow compliance with a new Escort Tug Inspection Program in lieu of re-certification of the escort tug's bollard pull (i.e., breaking force). In addition to inspections, the Escort Tug Inspection Program includes audits of maintenance documentation, surveyor's reports, and other records. An initial bollard pull certificate will still be required before a tug can enter escort service. The Notice of Proposed Rulemaking was mailed in May 2006, with the end of the comment period on June 22, 2006. The regulation amendments were approved and went into effect in October 2006.

Revised Contingency Plan Regulations

The significant changes to the Contingency Plan regulations include the addition of tables outlining Shoreline Protection requirements to replace the Navigational Hazard Analysis and accompanying oil spill trajectories. Based on these tables the vessel owner/operators will be able to determine the type of equipment that must be available and under contract for the appropriate response strategies necessary to protect the shoreline types that could be affected. Other changes clarify and consolidate existing language. The Notice of Proposed Rulemaking was mailed in August 2006, with the end of the comment period on September 28, 2006. The regulation amendments were approved in March 2007.

SPILL PREVENTION INITIATIVES:

Bunkering and Oil Transfer Standards:

OSPR and the State Lands Commission continue to monitor oil transfers occurring in California marine waters: OSPR monitores bunkering transfers while the State Lands Commission monitores oil terminal transfers. No spills from bunkering transfers were reported in 2006.

Tug Escort Requirements:

The Escort Tug Inspection Program (ETIP) was established and fully implemented in 2006. Escort tug regulations were changed to which allowed tugs to enter into the ETIP in lieu of conducting triennial bollard pull tests (see above). The program also provides a full list of tugs entered into the program. This allows an ETIP tug to operate as an escort in different California ports. The establishment of this program was a collaborative effort between OSPR, the five (5) California Harbor Safety Committees, the tug industry and the American Waterways Operators (AWO).

Marine Casualty Analysis:

OSPR's Maritime Safety Unit has completed a comprehensive study of marine casualties occurring in California marine waters for calendar year 2006. This study will be used as a baseline to determine if there are any detrimental measurable effects from changes in vessel navigation and vessel operation regulations, policies, and practices.

SPILL PREPAREDNESS INITIATIVES:

Drills and inspections have been a successful tool in identifying response capabilities, as well as identifying numerous deficiencies and verifying which plan holders and OSROs meet regulatory requirements.

Vessel Unannounced Drills

In 2006, OSPR conducted a total of thirty-seven (37) unannounced drills within the Los Angeles and San Francisco areas. A majority of the drills were conducted in the San Francisco Bay area. A breakdown of these drills included; ten (10) tank vessels, twenty-four (24) non-tank vessels, three (3) marine facilities notification drills, and three (3) unannounced equipment deployment drills. Out of the drills conducted, eight (8) plan holders failed to receive credit, and one (1) marine facility needed a second drill to secure credit. The success rate in drills conducted in 2006 remained high with most crews securing the drills within the thirty (30) minute required period.

Oil Spill Response Organization Drills

In 2006, a total of eight (8) OSROs were rated within the Humboldt, Los Angeles/Long Beach, and San Diego areas, of which six (6) were done by unannounced drill. Deficiencies were identified In most cases. OSRO ratings were modified to reflect their performance during drills. Inspections of OSRO equipment and training records also take place during unannounced drills.

Contingency Plan Drills and Exercises

On May 1, 2006, two staff members were transferred from the Marine Safety Branch to the Executive Branch in a move to initiate a new Contingency Plan Drills and Exercise Unit. The purpose of the Unit is to improve OSPR's overall effectiveness in planning, attending, evaluating, and implementing lessons learned on all exercises and drills conducted by contingency plan holders. Specific goals include increasing drill attendance to 50% of the required spill management team exercises and 20% of the equipment deployment drills. Unit staff will evaluate each facility plan holder approximately once a year and each vessel plan holder once every three (3) years, on a continuing basis. Milestones accomplished during 2006 included:

- Drills and Exercises Unit Budget change proposal for a total of seven (7) members completed;
- Project management timeline for establishing the Unit created;
- Regulatory changes were effective May 1, 2007;
- Draft Unit procedures and protocols completed;
- Drill and Exercise database requirements drafted;
- Continued planning and designing of major plan holder drills; and
- In coordination with the Legal Unit, drill non-compliance letters requesting information for drill/exercise credits, and compliance were sent to 20 tank vessel owner/operators, 55 non-tank vessel owner/operators, and 31 facility owner/operators.

NEW SPILL RESPONSE INITIATIVES AND NATURAL RESOURCE DAMAGE ASSESSMENT (NRDA)

Pipeline Spil Response:

In 2005, OSPR fully implemented the Pipeline Response Program with two fulltime Oil Spill Prevention Specialists (OSPS) prepared to respond to pipeline incidents, and began onsite verification for pipeline company oil spill contingency plans. This program includes verifying that a company's contingency plan can be implemented, checking points along the pipeline, taking GPS readings of certain site locations, and attending company spill drills. In addition, the OSPS is responsible for looking at maintenance and repair of pipelines subsequent to a pollution incident. In past few years, pipeline incidents have steadily declined; 38 pipeline incidents were reported in 2006 compared to 47 in 2005, and 50 in 2004.

Natural Resource Damage Assessments (NRDA):

OSPR's NRDA Program was originally established to assess damages to natural resources following an oil spill into marine waters. Since then, the Program has

conducted NRDAs on behalf of the DFG for a wide variety of pollution incidents, including oil spills affecting marine and non-marine waters, acid mine sites, hazardous material spills, and stream sediment cases. NRDA claims range from less than $1,000 to $30 million throughout California. OSPR uses actual restoration costs as the basis for its NRDA claims. The NRDA and restoration approach used by OSPR is consistent with the OPA NRDA rule and consists of: 1) assessing natural resource injuries resulting from an incident and identifying potential restoration projects that provide the same or similar services as the injured natural resources, which is often done cooperatively with the responsible party; 2) scaling the size of the restoration project(s) needed to compensate for the injured resources, generally through the use of a habitat or resource equivalency analysis; 3) obtaining a settlement with the responsible party; and 4) using the compensatory dollars to implement restoration projects to restore the injured resources. This process is often conducted in cooperation with our State and Federal co-trustees who collectively form Trustee Councils responsible for restoration implementation after cases have settled. In contrast, NRDA settlements for frequent, small pollution events are often settled without the involvement of other resource trustees or the establishment of a Trustee Council. OSPR ensures that these funds are used in a timely fashion for in-kind types of habitat restoration. Some highlights from our 2006-2007 oil spill NRDA case activities are described below.

Kinder/Morgan Pipeline Spills

On April 27, 2004, approximately 123,774 gallons of diesel fuel spilled into Suisun Marsh in Solano County from a Kinder Morgan Energy Partners LP (Kinder Morgan) pipeline. The Suisun Marsh is the largest saltwater wetland in the western United States. The spill affected wetlands habitat and a number of birds and mammals, including mice thought to be the salt water harvest mouse. OSPR and the U.S. Fish and Wildlife Service (USFWS) conducted a cooperative NRDA with the responsible parties.

On February 7, 2005, approximately 76,902 gallons of oil was discharged from a Kinder Morgan pipeline near Oakland inner harbor, in Alameda County. And on April 1, 2005, approximately 300 gallons of oil was discharged from a Kinder Morgan pipeline near Summit Creek impacting waters in the pristine Donner Lake watershed in the Sierra Nevada Range in Placer County. All three spills were from pipelines within Kinder Morgan's 3,000-mile Pacific Operations Unit pipeline system.

Kinder Morgan agreed to pay nearly $5.3 million to resolve its civil liability for all three cases; the settlement includes $1.3 million for natural resource damages and assessment cost. Nearly $1.2 million will be used to fund restoration projects to compensate for natural resources injured by the Suisun Marsh spill. Another $20,000 will be used to fund projects to restore natural resources injured by the Donner discharge.

Luckenbach Chronic Spills

OSPR and co-trustee agencies (U.S. Department of Interior, national Oceanic and Atmospheric Administration) have been working on NRDA for the Luckenbach oil spills and other mystery oil spills in the gulf of the Farallones since 2003. The freighter S.S. Jacob Luckenbach sank in 1953, approximately seventeen (17) miles southwest of the Golden Gate Bridge. In 2002, State and Federal officials identified it as the source of many mystery oil spills that have resulted in the appearance of thousands of oiled seabirds on Northern California beaches from Bodega Bay to Monterey Bay. In 2005, the Trustees completed the NRDA and began restoration planning. The final Damage Assessment Restoration Plan was released in November 2006. Proposed projects are designed to:

- Reduce human disturbance to seabird and waterfowl nesting habitat along the central California coast; at northern California lakes; at Kokechik Flats, Alaska; on islands off Baja California, Mexico; and at Taiaroa Head, New Zealand;
- Eradicate non-native predators from seabird nesting habitats at the Farallon Islands, California, and the Queen Charlotte Islands, British Columbia;
- Acquire and/or restore and enhance seabird and shorebird nesting habitat at Reading Rock, Point Reyes, Año Nuevo Island, and the Santa Cruz Mountains, California;
- Manage and reduce corvid (e.g. raven) populations at Point Reyes National Seashore to benefit nesting seabirds, and in the Santa Cruz Mountains to benefit Marbled Murrelets; and
- Conduct education and outreach programs to

reduce human and livestock effluent and their associated pathogens that are impacting sea otters in Monterey Bay.

Because the owners of the Luckenbach no longer exist, the Trustees have submitted an NRDA claim totaling approximately $25M to the USCG National Pollution Fund Center in order to obtain funds to implement the restoration.

Dredge Stuyvesant – Humboldt Bay Spills

The Stuyvesant spill occurred on September 6, 1999, when the vessel's dredging arm struck the hull of the vessel and ruptured one of its fuel tanks. Approximately 2,000 gallons of intermediate fuel oil 180 was released outside of Humboldt Bay. The spill resulted in shoreline habitat oiling, seabird mortality and human recreational use losses. Over 2,000 birds were injured including 135 Marbled Murrelets a State and federally listed seabird species. OSPR, the USFWS, and the California State Lands Commission conducted a cooperative NRDA with the responsible party. A draft Damage Assessment and Restoration Plan was released in May 2004. Proposed projects are designed to:

- Reduce human disturbance to seabird and waterfowl nesting habitat along the northern California coast; at northern California lakes;
- Restore and enhance seabird nesting habitat at Reading Rock;
- Manage and reduce corvid (e.g., raven) populations at Redwoods National Park and vicinity;
- Protect Old Growth Redwood nesting habitat in Humboldt County;
- Restore Salt Marsh wetlands in Humboldt Bay;
- Restore Sandy Beach habitat near Humboldt Bay; and
- Improve public access and educational opportunities at Patrick's Point State Park.

This case settled, and a Consent Decree was lodged in July 2006. Pursuant to the settlement, the Defendants will acquire a conservation easement to protect old growth redwood habitat for Marbled Murrelets, and pay approximately $2 million to fund additional projects to restore the injured natural resources. An additional $900,000 was paid for penalties and costs.

Kure – Humboldt Bay Spill

The Kure spill occurred on November 5, 1997, when the vessel struck a dock inside Humboldt Bay and punctured one of its fuel tanks. Approximately 4,500 gallons of intermediate fuel oil was discharged into the Bay. The spill resulted in injuries to birds, fish, their habitats, and recreational uses. The trustees estimated that the spill killed approximately 4,000 birds, including 130 Marbled Murrelets. OSPR and co-trustees (USFWS on behalf of the Department of Interior, and the California State Lands Commission) conducted a cooperative NRDA with the responsible party. OSPR and the USFWS are developing a draft Restoration Plan that will include projects for seabirds, dune and marsh restoration, and human use projects. It is anticipated that the parties will enter into a Consent Decree and that lodging of the Consent Decree will occur in the summer of 2007.

East Walker River Spill

On December 30, 2000, a tanker truck spilled 3,600 gallons of # 6 fuel oil into the East Walker River, which impacted at least fifteen miles of the river within California and Nevada. The spill injured instream habitat and wildlife (fish, macro-invertebrates) and human recreational uses (fishing). The NRDA portion of this case settled for $358,000. In 2005, the East Walker River Trustee Council was established to develop a Restoration Plan and oversee implementation of appropriate restoration projects. OSPR and co-trustees USFWS, the Nevada Division of Wildlife, and the Nevada Division of Environmental Protection are developing a draft Restoration Plan that will include riparian and fishing access projects in California and Nevada.

Restoration Activities

Many NRDA restoration projects continued through 2006-2007 associated with a number of past oil spills, including the Command Oil Spill, Cape Mohican Oil Spill, ARCO and Mobil/Santa Clara River Oil Spills, McGrath Lake Oil Spill, Avila Beach (I and II) Oil Spills, American Trader Oil Spill, Apex Houston Oil Spill, and Guadalupe Oil Field. These projects total about $65M in damages; a partial list of current projects supported by these cases includes:

- Devil's Slide Common Murre Colony Restoration

- Santa Cruz Mountains Corvid Management and Marbled Murrelet Nest Protection
- Anacapa Island Rat Eradication
- Brown Pelican Roost Site Protection
- Santa Clara River Land Acquisition
- Santa Clara River Habitat Restoration
- Big South Cape Islands, NZ Rat Eradication
- Filipponi Wetland Restoration
- Interpretive Education Center at Guadalupe Dunes
- Playground equipment, bike trail, and lifeguard towers at Avila Beach
- Santa Maria River Habitat Restoration
- Nipomo Creek Habitat Restoration
- Guadalupe Endowment for Restoration and Education Projects
- Wetland Enhancement at Pt. Edith Wildlife Area (Contra Costa County)
- Wetland Enhancement at McNabney Marsh (Contra Costa County)
- Pacific Herring Spawning Habitat Enhancement in San Francisco Bay
- Steelhead Stream Habitat Enhancement at San Francisquito Creek
- Grebe Colony Protection in central California lakes
- Central Coast Seabird Colony Protection, Human Disturbance Reduction Program

In addition, small spill NRDA restoration planning was initiated for cases in Humboldt Bay, Nevada County, San Francisco Bay, and Southern California; projects will include eelgrass restoration, tidal wetland acquisition, stream restoration and wildlife enhancement.

RESOURCE AND DEVELOPMENT INITIATIVES

Scientific Study and Evaluation Program (SSEP):

In 2003, the Scientific Study and Evaluation Program (SSEP) was established to meet OSPR's Legislative mandate to study, investigate and evaluate applied response programs, best achievable technologies and potential adverse effects of oil spills. The program also supports natural resource damage assessments, as well as projects that develop baseline biological and chemical information and establishes reference sites for environmental concentrations of petroleum products. Funding for the SSEP is provided on an annual basis.

Overall operating guidelines and objectives have been established for the SSEP to ensure the Program meets OSPR's needs. These are:

- Well defined program goals;
- Dedicated and committed OSPR Scientific staff to provide program management and administrative support; and
- Annual solicitation for written project proposals. Note: Every SSEP project must either be proposed or sponsored by an OSPR staff member.

A Technical Review Committee (TRC) has been established to provide an independent review and ranking of project proposals. The TRC consists of six OSPR staff and two non-State cooperators selected by the Chief of the Scientific Branch. According to their protocols,

- All proposals are rated and ranked for funding according to established criteria.
- Overall program direction, oversight and evaluation is provided by the Program Steering Committee (PRC)
- Based on recommendations of the TRC and the PRC, final project selection is made by the Chief of the Scientific Branch and OSPR Administrator.
- Projects are selected the year prior to their start date to facilitate contract preparation and project initiation.
- The results and products of all projects are evaluated by OSPR staff, and maintained in a central location at OSRP headquarters. These reports/results are available upon request. Each project is required to submit an annual report and participate in an annual program meeting/symposium.

Since its inception in 2003, thirty-one (31) projects have been funded at a cost of approximately $2 million. The projects funded in fiscal year 2006-2007 are:

- PHYSICAL EFFECTS OF CHEMICALLY & PHYSICALLY DISPERSED OIL ON WILDLIFE: This study is designed to begin evaluating the effect of dispersed oil on fur and feathers by; (1) designing a system to expose fur and feathers to dispersant and dispersed oil, (2) quantifying TPH levels on individual feathers and hare, (3) assessing structural changes to

feathers and hair associated with dispersant and/or oil exposure, and (4) evaluating dose-response relationship in these results with differing levels of dispersant and/or oil. A widely held assumption concerning the use of dispersants is that chemical dispersion of oil will dramatically reduce the impacts to seabirds and aquatic species, primarily by reducing their exposure to petroleum hydrocarbons. However, there is no conclusive information regarding the impacts of dispersed oil and dispersants on the waterproofing properties of fur and feathers. This information is important in evaluating environmental tradeoffs associated with the use of dispersants. Note: This project will continue into FY 2007/2008.

- SEA OTTER DECOY AERIAL COUNTY STUDY: The objective of the project is to evaluate existing aerial survey data on sea otter decoys to determine the optimum combination of viewing conditions that provide the most accurate counts, within the constraints imposed by budget and logistics. Aerial survey data accuracy for sea otter counts is affected by different viewing conditions such as flight speed, height, corridor width, sea conditions, cloud cover, and other factors. This project would analyze existing survey data and develop a model, which generates a distribution (with associated confidence limits) of possible population size estimates for the varying viewing conditions encountered. More accurate data will assist in OSPR oil spill response and associated sea otter recovery efforts. The end-product will be a report describing the relationship between viewing conditions and the proportion of decoys counted for three (3) different survey heights.
- RECOVERY RATES OF OILED MARSHES FOR RESPONSE DECISION-MAKING AND INJURY QUANTIFICATION: A comprehensive literature search will collect and collate existing data on oil spill impacts, response options, and likely recovery rates in marshes. Data will be formatted to facilitate; (1) decision-making regarding "best" response actions, and (2) the generation of necessary data inputs of develop Habitat Equivalency Analyses models under different response option scenarios. The data will be organized and presented in a report. The report will address the needs of both the spill response and NRDA programs by summarizing the effectiveness and impacts of different response options in terms of overall marsh recovery rates. Case study examples will be used to illustrate the tradeoffs and consequences of different response options employed.
- SPATIAL DISTRIBUTIONS AND LONG-TERM POPULATION TRENDS IN THE SEABIRD POPULATION OF CENTRAL CALIFORNIA: The objective of this project is to augment two ongoing OSPR SSEP projects by adding twenty years of existing "Glenn Ford" data on seabird abundance that was previously unavailable to OSPR. The additional data will fill a critical gap in our knowledge of past and current seabird trends, as well as provide insight into what may be affecting seabird populations. The two ongoing SSEP OSPR projects that will be augmented are:(1) Glenn Ford's update of the Mineral Management Service CD-ROM of marine mammal and seabird distributions; and (2) the ongoing wildlife aerial surveys conducted through the University of California, Santa Cruz. The twenty years of data will be incorporated into the marine wildlife CD-ROM, and a scientific paper (perhaps, two) will document the findings.
- A POTENTIAL RESTORATION APPROACH FOR SANDY BEACHES IMPACTED BY AN OIL SPILL AND/OR BY CLEANUP ACTIVITIES: This study will evaluate how the ecology of sandy beaches may be impacted as a result of adding/removing wrack following a marine oil spill. The community of animals associated with stranded macrophyte wrack, and the shorebirds that feed on them, will be studied. The hypothesis is that the addition of wrack to sandy beaches following an oil spill can enhance this community of organisms and provide more prey resources for shorebirds. Cleanup activities often require the removal of the majority of wrack form the intertidal beach habitat. If these predictions are supported by the experimental results, this approach could be used to enhance the recovery (restoration) of wrack-dependent organisms of intertidal beach communities impacted by oil spills, particularly cleanup actions, and provide prey used by a wide

variety of wrack-dependent shorebirds, such as the Western Snowy Plover.

- BROWN PELICAN ROOST SITE ATLAS: A DATABASE AND MANAGEMENT TOOL FOR THE CALIFORNIA COAST: The objective of the project is to collate data and related maps on pelican roost sites. These data will be transferred into both paper and electronic atlases to aid in wildlife recovery, NRDA, and restoration following marine oil spills. The endangered California brown pelican has been studied extensively. However, no comprehensive statewide database or mapping project has adequately documented pertinent brown pelican data necessary for oil spill response, NRDA, and other conservation efforts.
- REMOVAL OF FISH OIL FROM REHABILITATION POOLS USING A PORTABLE WATER FILTRATION SYSTEM: The project will evaluate the effectiveness of using a custom designed portable filtration unit to remove varying volumes of fish oil from a marine wildlife rehabilitation pool. The amount of fish oil waste and wastewater generated in seabird rehabilitation pools needs to be reduced to prevent contamination of feathers by re-circulated water and to lower the costs associated with generating wastewater.

OSPR WEBSITE

For more information about OSPR's activities, please visit http://www.dfg.ca.gov/ospr/index.html

Hawaii

HAZARD EVALUATION & EMERGENCY RESPONSE OFFICE OF THE ENVIRONMENTAL HEALTH ADMINISTRATION IN THE HAWAII DEPARTMENT OF HEALTH (HEER)

PROGRAM MISSION

The Hazardous Evaluation and Emergency Response (HEER) Office serves the people of the State of Hawaii by addressing all aspects of releases of hazardous substances including oil into the environment. Our work includes preventing, planning for, and responding to hazardous substance releases or risks of releases. The HEER Office accomplishes this mission by addressing contaminated sites with the highest risk to human health and the environment first, by preventing contamination rather than cleaning up after the fact, and by basing decisions on sound scientific principles and common sense.

The Office is comprised of three operating sections, each addressing an important aspect of its mission. The implementing sections are organized as follows: 1) Emergency Preparedness and Response; 2) Site Discovery, Assessment and Remediation; and 3) Hazard Evaluation.

The HEER Office Emergency Preparedness and Response Section (EP&R), along with the four State On-Scene Coordinators (SOSCs), is responsible for planning, preparing for, and responding to releases of a hazardous substance and/or oil that may cause immediate and substantial threat to human health or the environment. The SOSCs have been trained to enter hazardous atmospheres in self contained breathing apparatus (SCBA) and various types of personal protective equipment. As back-up personnel to first responder County HAZMAT teams, SOSCs are on 24-hour call.

SIGNIFICANT EVENT SUMMARIES

During FY 2006, the HEER Office received 341 notifications which were directly concerned with the release of hazardous chemicals or oil spills. Of the 341 notifications reported, 88 required a site response by a State On-Scene-Coordinator (SOSC) and/or a major off-scene coordination and response effort.

Notable among the spill responses during FY 2007 include the following:

Navy Pearl Harbor Fuel Tank #48 Release:

On the afternoon of April 26, 2007 tank gauges indicated a decline in the level of the fuel tank. Exterior inspection of the tank and piping did not show a visible leak, nor was there and fuel odor on release to the harbor. The 1 million plus gallon marine diesel fuel above ground tank was drained. Inspection revealed a 3- inch by 1.5- inch hole in the tank's bottom. It was determined that 359,000 gallons had been released underground. 890,000 gallons of fuel was transferred into other tanks. Recover wells, and trenches has prevented the fuel from entering Pearl Harbor. The remaining diesel fuel plume will be recovered along with the heavy fuel plume in the same area.

Coffer dam

Tong Cheng departing for China

M/V Tong Cheng:

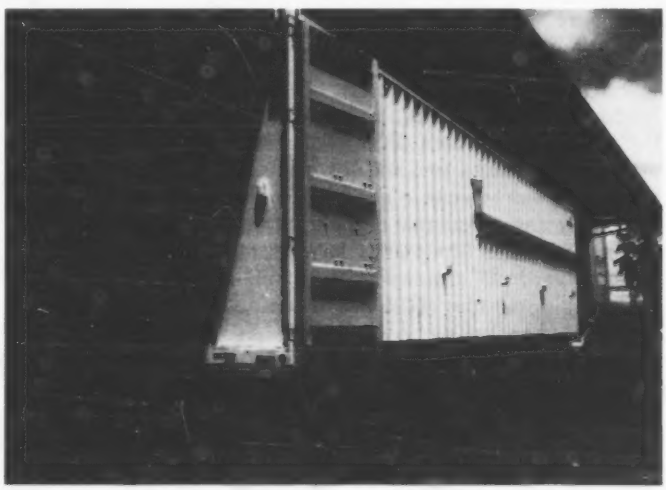
On 7 January, 2007 the master of the 485' Chinese-flagged dry cargo vessel contacted the U.S. Coast Guard and requested "A Place of Refuge". The vessel had a flooded #2 cargo hold and was down by the bow in heavy weather 130 miles nm west of Honolulu, HI. The vessel was carrying 120,000 gallons of heavy fuel, 14,000 gallons of diesel, and 8,000 gallons of lubricating oil. A Unified Command was established with the Coast Guard FOSC, the State OSC, Hawaii DOT Harbors, and a Responsible Party representative. Navy divers conducted a hull inspection 65 miles offshore; they found 2.5' crack and applied temporary patches. After Customs, COFR, and Security issues were resolved the vessel was brought to anchorage off Barbers Point harbor. The vessel #2 cargo hold was dewatered to bring the forward draft up in order to enter port. All dewatering was transferred to the MSRC barge. A cofferdam was installed over the hull cracks.

The Clean Island spill response vessel and various Coast Guard ships and aircraft escorted the vessel to port. There was no release of oil or pollution in US waters. The vessel would have sunk had the bulkheads in the #1 or #3 holds failed. The Tong Cheng was offloaded, repaired, and reloaded without a release or injury. The vessel departed Hawaii for China on March 17.

OIL SPILL PREPAREDNESS

DOH and Clean Islands Council (CIC) sponsored a full scale field exercise, including communications and monitoring operations, on the Airborne Dispersant Delivery System (ADDS) and Helicopter Bucket Dispersant Delivery System on February 21-23, 2007.

In Partnership with CIC, DOH has developed a semi-mobile oiled wildlife facility. Stabilization, food preparation, and emergency power trailers have been developed that can be easily moved to the location of any incident.



HAWAII DEPARTMENT OF HEALTH WEBSITE

Additional information about the environmental program and available documents can be obtained at the Department of Health web site at: http://www.hawaii.gov/health/environmental/hazard/index.html.

Oregon

EMERGENCY RESPONSE PROGRAM,
OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

PROGRAM MISSION

The Emergency Response Program at the Department of Environmental Quality (DEQ) supports the agency's strategic direction to protect human health and the environment from toxics by preventing, preparing for, and minimizing the danger posed by catastrophic releases of dangerous chemicals.

The oil spill planning and preparedness responsibilities are carried out by approximately 3 staff located in the DEQ's headquarters in Portland, Oregon. This program is responsible for facility and vessel oil spill contingency and prevention plan review, drills and exercises, geographic response planning and general coordination.

Response activities are carried out by three State On-Scene Coordinators located at regional offices in Bend, Eugene and Portland, as well as a duty officer and response coordination and planning staff located at the headquarters office. This program is enhanced by personnel from several other programs that provide after-hours duty coordination and are located in various parts of the state.

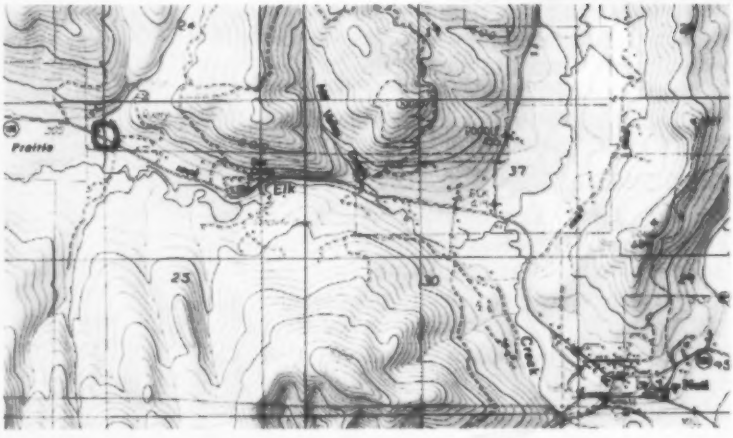
SPILL STATISTICS

- DEQ received 2,308 spill notifications in 2006. This represents nearly 44% of all the calls the Oregon Emergency Response System received.
- The 2,308 notifications resulted in 640 projects that required detailed follow-up.
- There were over 185 reports of petroleum product releases over 42 gallons and six spills of petroleum product that were over 1,000 gallons.
- Three facilities, three vessels and one pipeline regulated under The Oregon Oil Pollution Act experienced releases.
- There were only three spills from fishing vessels reported, down from 18 the year before. There were only six spills reported from recreational vessels (down from 20 last year) and 6 "other" vessel spills.
- There were 4 spills from tank trucks and 14 rail related incidents reported.

MAJOR INCIDENTS

Spills from tank trucks continue to be a major threat to Oregon's environment. Spills from tank trucks often impact sensitive inland streams and rivers. Two incidents are highlighted below:

This incident occurred just east of Noti, Oregon near Elk Creek, a tributary to Long Tom Creek. The tanks held 10,000 gallons of gasoline and 1,800 gallons of diesel and spilled fuel to both sides of the highway. In addition to concerns about fish and wildlife impacts, many of these spills have cultural and archeological concerns.



Map shows the location of the Noti incident and its proximity to sensitive inland surface water.

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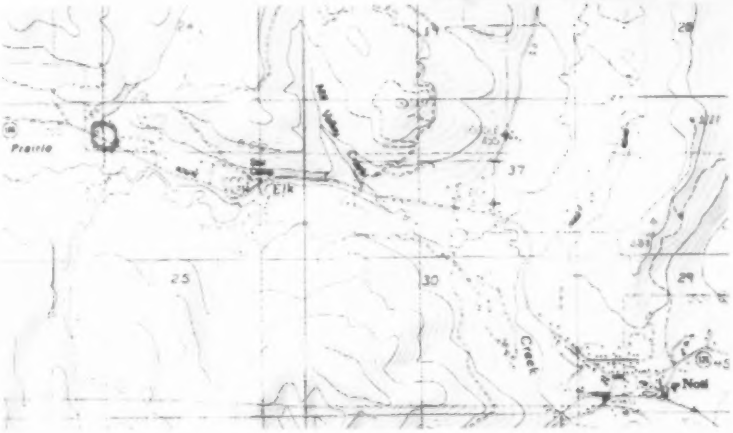
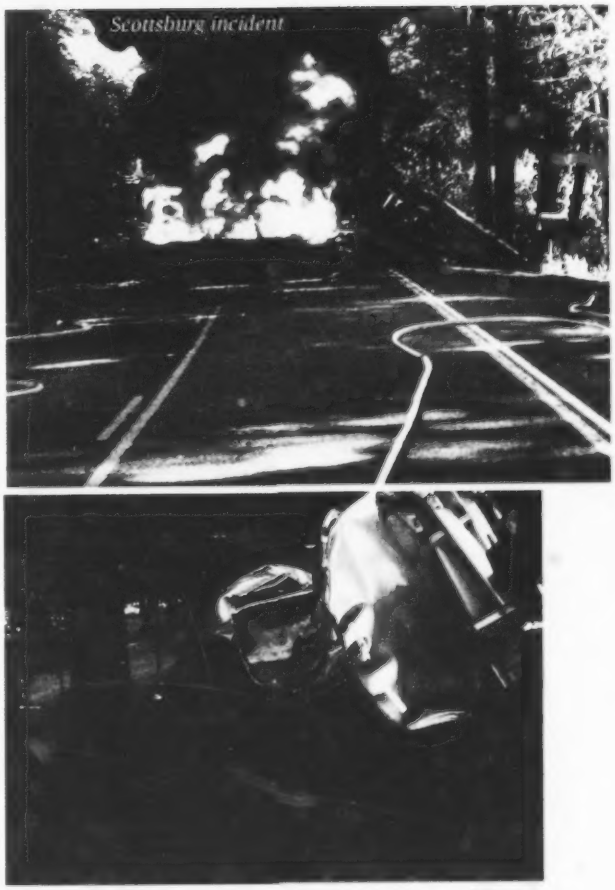


Map shows the location of the Noti incident and its proximity to sensitive inland surface water.

This tank truck accident occurred near Scottsburg, Oregon on Highway 38. The Oregon Department of Environmental Quality has responded to similar incidents on this stretch of highway in the past. In this spill approximately 8,300 gallons of diesel was lost. The truck had both a 4,000 gallon tank and a 6,000 gallon tank. The smaller tank was allowed to burn completely. State Hazmat teams from both Roseburg and Coos Bay responded to the incident. The initial excavation was approximately 40 feet deep and 1,300 yards of soil was removed. It is unknown how much oil reached the Umpqua River, but resources at risk included juvenile Coho salmon, juvenile summer and winter Steelhead, juvenile fall and spring Chinook, smallmouth bass, striped bass, Pacific lamprey, and a 160 year old Douglas fir tree.



The proximity of the 6,000 gallon diesel tank in relation to the Umpqua River in the background.

NEW LEGISLATION/RULEMAKING

- Senate Bill 105 was approved by the 2007 Oregon Legislature and signed by Governor Kulongoski. Senate Bill 105 provides funding that ensures the Oil Spill Prevention and Preparedness program are staffed at appropriate levels. The bill requires DEQ to produce an annual report each year, beginning in 2008, which provides statistics on the revenues generated from Oil Spill Prevention Fees and activities conducted by program staff. Finally, the bill also requires contingency plans for liquid natural gas (LNG) reception facilities in Oregon and for the vessels that transfer LNG at these facilities.
- The Department has also been directed to provide staff to develop and implement a ballast water tracking program to evaluate compliance with Oregon Revised Statutes 783.625 to 783.640 which is intended to prevent the introduction of aquatic non-indigenous species associated with shipping related transport into water of the state.

OREGON EMERGENCY RESPONSE WEBSITE

For more information on the emergency response programs at DEQ, please go to: http://www.deq.state.or.us/wmc/cleanup/sp10.htm

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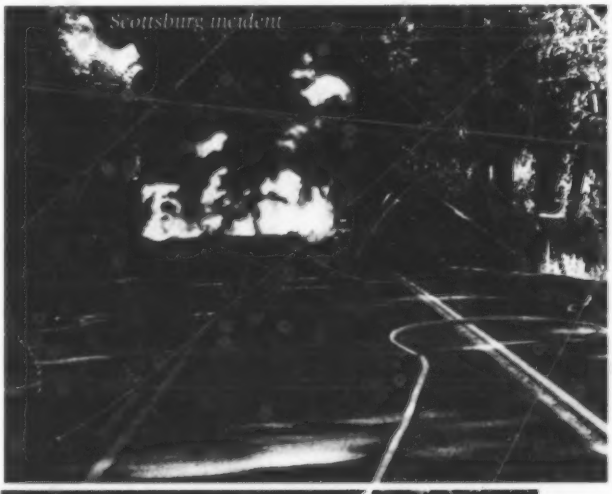

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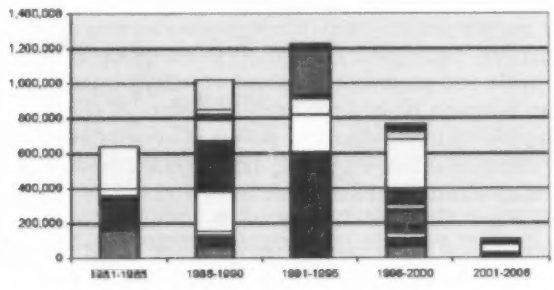
Washington

THE SPILL PREVENTION, PREPAREDNESS, AND RESPONSE PROGRAM OF THE WASHINGTON DEPARTMENT OF ECOLOGY

INTRODUCTION

As noted in the following stacked bar graph, Ecology is pleased to document that the frequency of major oil spills and the volume of oil spilled in Washington State has declined significantly during the last 15 years.

Major Oil Spills in Washington Over 10,000 Gallons: Volume of Spills Per 5-Year Period



SPILL PREVENTION ACTIVITIES

Oil spills can cause long-term and potentially irreversible damage to the state's unique ecosystems and local quality of life. Therefore, it is vital to protect our environment from the destructive effects of oil spills. Ecology's focus on prevention, in partnership with the Coast Guard, regulated industries, environmental groups, tribes and other stakeholders, represents the state's first line of defense against such damage. Here is what Ecology accomplished in 2006:

New Oil Transfer Program Established

In the wake of a 4,700-gallon oil spill at Point Wells in 2003, state lawmakers directed Ecology to set new standards to help prevent oil spills. The new rules were adopted on September 25, 2006, and have expanded the number of commercial operations regulated by the program. Previously, Ecology only regulated major maritime shipping operations and large facilities such as oil refineries. The new spill prevention rules provide more universal coverage relating to oil that is transferred in bulk over state waters.

Under the new transfer rules, Ecology recognizes four classes of regulated oil facilities. Each type has planning and operational requirements specific to their operations. All facilities must now meet new equipment, reporting, preventative maintenance and operational requirements. Vessels continue to be regulated under the agency's ship fueling regulations, and indirectly through specific requirements established by each facility.

To help implement the new rules, Ecology added six new inspectors to oversee oil transfers throughout the state, particularly the Columbia-Snake river system, the Strait of Juan de Fuca and Puget Sound. This is a critical strategy to prevent oil spills from this class of operations and make progress toward "zero-spills."

Neah Bay Rescue Tug

Vessels that become disabled, such as steering or power loss, are low probability occurrences that can have serious consequences for the environment, coastal economies and crew/passenger safety. To help manage this risk, a government-funded rescue tug has been stationed at Neah Bay, located at the northwest tip of Washington, on a seasonal basis since early 1999. State lawmakers appropriated $1.4 million from the Vessel Response Account to fund the tug in 2006. The tug helps reduce the risk of major maritime accidents and oil spills by providing emergency towing and initial salvage services. The tug operates in areas characterized by:

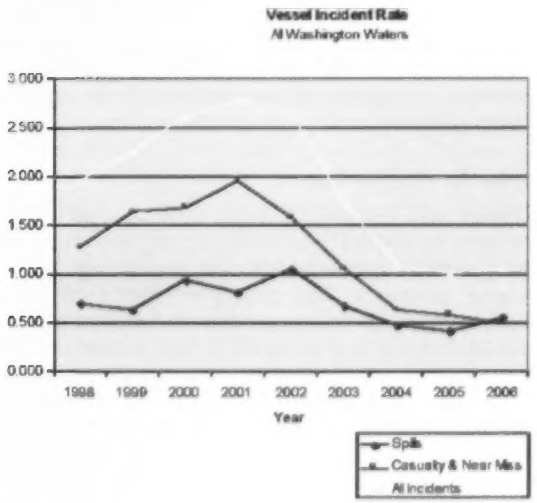
- High vessel traffic;
- Hazardous weather conditions;
- No escort requirements;
- Numerous threatened and endangered fish, birds and mammals; and
- Culturally unique tribal reservations and resources.

A Foss Maritime tug was deployed to Neah Bay both from January through April, and again from November through December 2006 under Ecology's

existing contract at $6,000 per day plus fuel. In November 2006, after a competitive procurement process, Ecology awarded the 2007 rescue tug contract to Crowley Maritime, at the cost of $8,500 per day plus fuel. The contracted service began on January 1, 2007, and ran until early May when the approximately $1 million remaining in legislative funding was spent. The contract contained an option that allowed future extensions.

Voluntary Vessel Prevention Programs

Ecology manages two voluntary, non-regulatory oil spill prevention programs for oil tanker and oil tank barge operators. Companies are invited to participate in Ecology's Exceptional Compliance Program (ECOPRO) or "Voluntary Best Achievable Protection" (VBAP) Program. Under these programs, companies are acknowledged for adhering to stricter marine safety standards to reduce the likelihood of an oil spill.



Vessel Incident Rate

The vessel incident rate is calculated as the percentage of trips in which large commercial vessels experience significant problems (such as an oil spill or a loss of propulsion or steering) out of the total number of transits in state waters. The incident rate reflects the overall safety of the maritime industry.

The incident rate has hovered around 1 percent for the past three years (see Figure 7). As Ecology works with its partners to meet the legislative goal of "zero-spills," it is worth noting how few spills from large commercial ships occur each year in Washington. Ecology documented only 30 spills during 2006. The relatively low vessel incident rate of the late 1990s (before the peak in 2001) is probably due to a previous lack of emphasis on detecting and reporting spills. The vessel incident rates reported from 2000 through 2002 are probably a closer indication of the true recent baseline. As industry compliance and state and federal oversight have improved, the incident rate has declined. However, the state remains at risk from these rare, but high-impact events.

SPILL PREPAREDNESS ACTIVITIES

For the last several years, Ecology has encouraged a proactive, participatory approach to managing large oil spills and promoted a culture of initiative rather than reaction or complacency to potential spills. Effective spill management prevents or minimizes environmental and economic damage. Here is what Ecology accomplished in 2006:

New Oil Spill Contingency Plan Rules for Industry

Ecology adopted and began implementing new contingency plan rules in October, 2006. These rules require industry to have spill management teams and contractors on retainer to rapidly and aggressively respond to spills. They also ensure that response equipment is staged at highly trafficked and sensitive areas in Puget Sound, the outer coast, the San Juan Islands and the Columbia River. Specifics of the new rules include:

- New shoreline cleanup and aerial surveillance planning standards;
- New equipment staging standards for pipeline companies;
- Criteria for evaluating frequency and scope of drills; and
- Consistency with pending federal rules for non-tank vessels.

In Washington there are 42 contingency plans for industry. These plans cover major maritime shipping operations, oil handling facilities, refineries and pipelines. Each company is required to develop, maintain and practice their contingency plan. All plans are reviewed and approved by Ecology on a five-year cycle.

Updated the Northwest Area Contingency Plan

The Northwest Area Contingency Plan, incorporating Washington, Oregon, Idaho, EPA and the Coast Guard, is an important agreement that directs oil spill and hazardous material response for the multi-state area. In July, 2006 three major changes were made to the Area Plan which:

- Designated three types of oil dispersant chemical use areas and revised the authorization checklist;
- Improved the way that communities and the media will receive information during oil spills and hazardous material incidents by developing a Joint Information Center Manual; and
- Developed a policy governing how a place or port of refuge is determined when large, commercial ships are in distress.

Geographic Response Plans

Geographic Response Plans are site-specific spill response strategies that are tailored to a specific beach, shore or waterway. These strategies guide decision-making in the first several hours following a spill and minimize impacts on sensitive areas. Each response plan has two priorities:

- To identify sensitive natural, cultural or significant economic resources; and
- To describe and prioritize response strategies.

Currently, all coastal and some selected inland water areas in Washington and Oregon are covered by 34 distinct but integrated response plans. In 2006, Ecology and its partners improved the response plans by acting on recommendations from advisory committees and public feedback, aggressive testing and updating, and capturing lessons learned. All marine response plans will be revised and the remaining inland plans are expected to be fully developed over the next five years.

Unannounced Oil Spill Readiness Drills

Ecology periodically conducts unannounced drills designed to assess the readiness of regulated companies. These drills are designed and conducted in partnership with the Coast Guard and EPA. On December 8, 2005, Chevron became the first oil shipping company to refuse a request by Ecology to participate in an unannounced drill. The drill was designed to test the company's readiness if one of their tankers ran aground west of Astoria, Oregon. If oil is discharged in the Columbia River, the spill can quickly move into Washington waters and shorelines. A follow-up unannounced drill was successfully conducted shortly thereafter with the following results:

- Chevron completed all necessary notifications to state and federal agencies.
- Response contractors performed a safety assessment of the simulated spill site.
- Chevron mobilized their national response team and developed a travel plan.

Ecology and Chevron learned several lessons from the drill:

- The need to improve communication between Chevron's corporate office and its Washington responders.
- The need for Chevron to gain more familiarity with Washington state agencies and tribes, and their role in approving resource protection decisions.

Due to Chevron's refusal to participate in the first drill, the Washington Legislature revised the state's law to ensure that vessel companies participate in mandatory unannounced drills in the future.

Drills, like this booming exercise on the Columbia River, are important learning tools to improve spill response.

Agreements with Private Spill Response Contractors

On September 14, 2006, Ecology signed a landmark agreement with Marine Spill Response Corporation (MSRC), the nation's largest private, non-profit oil spill response company. Now, if an oil spill occurs in state marine waters or the Columbia River and the

responsible party is unknown, unwilling or incapable of mounting an effective response, MSRC's fleet can be used by Ecology to minimize environmental impacts.

Such "orphan" oil spills cost Washington taxpayers millions of dollars in response and environmental repair. Under the agreement, Ecology will have access to MSRC's specialized vessels, equipment and response personnel in order to restrict the costs and limit the damages of oil spills.

Washington is only the second state to reach such an agreement with MSRC. The new contract complements existing agreements the state has with other cleanup contractors such as National Response Corporation Environmental Services and Global Diving and Salvage.

Spill Response Equipment Grants

Preventing oil spills is paramount, but rapid, efficient response when they do occur can greatly minimize environmental damage. The ability of local first responders to mobilize quickly was demonstrated during the August 2005 marina fire in Gig Harbor. The harbor was spared significant damage by fast deployment of locally stored booms and absorbent materials. This fast action saved an estimated $1 million in cleanup costs and prevented substantial damage to marine and shore life.

In 2006, Washington lawmakers gave Ecology $1.45 million from the Local Toxics Control Account to provide emergency spill response equipment and training to local governments and tribes across the state. Ecology delivered or planned delivery of oil spill response equipment to 46 communities. The first delivery was to the Port of Seattle at Fisherman's Terminal on September 28, 2006. Ecology will complete distribution of response equipment to 75 communities by June 30, 2007. Ecology is also training about 700 first-responders on how to use the equipment.

SPILL RESPONSE ACTIONS

Derelict Ship – the S.S. Catala

The S.S. Catala ran aground near Ocean Shores on January 1, 1965. Over the years, the ship almost disappeared beneath the sand. In recent years, strong winds and shifting currents peeled back the sand exposing the rusty hull at the surface. The shipwreck is located on a popular recreational beach in an ecologically rich area, which is internationally recognized as a significant bird habitat and a migratory pathway. The derelict ship presented both a public safety and environmental risk.

On April 11, 2006, a beachcomber noticed oil inside the exposed shipwreck's hull. The Coast Guard placed a temporary patch over the hole to prevent the oil from being disturbed or spilled.

The hull of the SS Catala, surrounded by a newly constructed containment wall.

On July 31, 2006, cleanup contractors hired by Ecology began constructing a containment wall to allow workers to safely remove sand and water from deeply buried portions of the ship and to control any oil that may have been inadvertently released during cleanup. This steel wall enclosure was completed in late September and is routinely monitored and checked after storms. Contractors also cut away portions of the ship to reach the tops of the oil tanks. Four of five tanks have been emptied and cleaned.

To date, contractors have recovered and recycled more than 31,000 gallons of heavy fuel oil and removed over 1,300 cubic yards of oil-contaminated sand. To help restore the area, responders piled more than 1,300 cubic yards of clean sand onto the site and shipped over 350,000 gallons of oil-contaminated water off-site for treatment.

The site was closed for the winter on October 20, 2006, but cleanup work resumed in the spring of 2007.

NEW INITIATIVES

Ecology will take steps to seek sustainable program funding in the near future. Sustainable funding is

needed to continue progress in spill prevention, preparedness and response. In the meantime, Ecology will launch a number of new initiatives and expand its existing, essential work. This includes:

Intensifying Efforts to Prevent Spills by Addressing Root Causes

- VESSEL AND FACILITY OIL TRANSFER INSPECTIONS: Ecology's six new oil transfer inspectors will be teamed with existing maritime and engineering professionals to exert a stronger presence on Puget Sound, the Columbia River and the outer coast.
- RESCUE TUG: Seek federal assistance to complement the existing state appropriations for the Neah Bay rescue tug.
- COASTAL SHIPPING PRACTICES: Work with industry, the Coast Guard and other stakeholders to review industry's coastal shipping practices, including towing of oil barges during storms.
- VESSEL INSPECTION PROGRAM: Work with industry, the Coast Guard and other stakeholders to raise inspection standards for fishing, passenger and cargo vessels. Use this process to update the state's voluntary tank vessel compliance programs (ECOPRO and VBAP).
- TUG ESCORT SYSTEM: Work with the Coast Guard, industry and other stakeholders to complete the "human factors" component of the Tug Escort Study.

Strengthening Our Federal Partnership

- OIL SPILL SUMMIT: On June 26, 2007, an Oil Spill Summit co-chaired by U.S. Coast Guard Rear Admiral Richard R. Houck and Governor Chris Gregoire culminates six months of work between Ecology and the Coast Guard on a shared strategic work plan, a Memorandum of Agreement (MOA) and working protocols. The agreement is the first of its kind in the nation, and signals a growing commitment between the United States and the State of Washington. It defines how each party will cooperate in the areas of prevention, preparedness, and response and provides for working protocols. It addresses vessel and oil handling facility inspections, derelict vessel removal, investigations, spill response, drills, contingency planning, media notification and more. It enables both parties to demonstrate adherence to tangible standards of practices and completion of tasks that testify to the parties' recognition of the value that is placed on Washington State's natural resources, economy, and cultural resources. Prior to the summit, representatives from local and tribal governments as well as environmental, shipping, spill response and other organizations convened to receive comments on the shared strategic work plan and the updated MOA.
- STATE AUTHORITY: Work with the Coast Guard, Congressional Delegation, state Legislature and others to protect state authority and ensure compatibility with federal requirements.
- COAST GUARD PARTNERSHIP: Update interagency agreements with the Coast Guard to minimize duplication and maximize resource effectiveness in our respective oil spill programs.
- PUBLIC EDUCATION: Place additional emphasis on public education and outreach in communicating oil spill prevention, preparedness and response.

ECOLOGY SPILL PROGRAM WEBSITE

For more information on the Washington Department of Ecology, please visit their website at: www.ecy.wa.gov. The Ecology Spill Prevention, Preparedness, and Response Program website is: http://www.ecy.wa.gov/programs/spills/spills.html

www.oilspilltaskforce.org